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Columbus Centennial Number

Industrial Index

Vol. XXII. No. 46. Est. 1906.

Columbus, Ga., April 18, 1928.

Published Weekly. Price \$4 Per Year

THE PIONEER BREED

COLUMBUS, pioneer of the boundless deep, sailed into the West three thousand miles over an uncharted ocean to a land which he had seen with the eye of faith.

Columbus, Georgia, named in his honor, is of the same pioneer breed.

Industrial pioneer of the South, it was busy building factories 50 years ago.

A pioneer in railroad construction, it gave freely of its means and credit for the building of rail lines when a city of less than 10,000 inhabitants and for the first 70 years of its history every dollar of all its bond issues went for that one purpose.

A pioneer in patriotism, it furnished more soldiers to the Southern Confederacy in proportion to population than any other city. It has been in the Rainbow Division of every war.

A pioneer in sentiment, its women originated the beautiful thought of the Southern Memorial day.

A pioneer in education, it was the first city in the South to establish a public school system, and was the first city in the world to build a vocational school open to both sexes.

A pioneer in loveliness, it is a City Beautiful.

A pioneer in hydro-electric development, it has harnessed one of the great water powers of the country.

At its door, The Infantry School of the United States army —itself the pioneer in military education of a type, and on a scale, not heretofore attempted by any nation in the world.

Established 1871

COLUMBUS' OLDEST BANK

Extends hearty congratulations to its home city on
the completion of a century of success, now to be fittingly
celebrated in the

Columbus Centennial

For 57 years the Merchants & Mechanics Bank has
been intimately a part of Columbus and has been privileged
to make its distinctive contribution, along constructive lines,
to the continued industrial and commercial development of this city

WE HAVE GROWN WITH COLUMBUS

Deposits: \$2,131,089.87

Resources: \$2,630,153.92

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A Century of Achievement

COLUMBUS GEORGIA

THE outstanding state-event in Georgia this year is the celebration of the Centennial of the city of Columbus, which came into being through legislative enactment 100 years ago.

The formal ceremonies will be confined to April 25, 26, 27, the dates selected for the Centennial observance, but the real celebration has been in progress for months, and its beneficial effects will be permanently imbedded in the future history of Columbus.

Columbus people have received a new and inspiring vision of what a remarkably interesting city is theirs, and how consistently brilliant has been its history from those early days when the state engineers laid their lines through the primeval forest, preparing for the building of a city which should be called "Columbus." With more intimate knowledge of the city's historic past, and more understanding appreciation of its pulsing present, there has been born a civic spirit even more intense than that which has accomplished such marvels in the past. The Centennial itself will but further develop and intensify that spirit, a spirit which will be at such white-heat that another great forward-step in the development of Columbus, Georgia, is confidently expected.

To the people of Georgia and of the Southeast has come new appreciation of the signal contribution made by this city, as an industrial pioneer, as a leader in education, as a rally-point in every sectional and national crisis, and as a raiser of men and women qualified to take their place as leaders in the development of Georgia and the South.

In recent weeks there have been increasingly abundant evidences of the genuine interest in Columbus, its history, its achievements and its prospects, and such generous manifestations of good-will on every hand that Columbus people have felt that this, alone, would fully have justified the Centennial, with its money cost, and its tax on the time and energy of the citizens far exceeding the cash subscriptions.

In money, the Centennial represents in one form and another an outlay of about \$100,000 on the part of Columbus people. Three thousand persons are taking part in the pageant and other ceremonies, and the schedule of rehearsals calls for one or more daily practices for a month. There are numerous committees, the official personnel of the Centennial itself being very large. Several thousand persons are making a substantial donation of time.

The program for the opening day of the Centennial, April 25, includes a firing demonstration by students of the Infantry School, Fort Benning, which will begin at ten o'clock in the morning. A battalion of defense will be the problem. Live ammu-

The Governor's Proclamation

Whereas, the City of Columbus, Georgia, is 100 years old, and will celebrate its Centennial with befitting ceremonies April 25, 26, 27, and

Whereas, the State of Georgia shares with the people of Columbus their just pride in the record of a century so rich in achievement, and gratefully acknowledges the marked contribution to the advancement of our State made by the City of Columbus as a leader in industry, in education, and otherwise, and

Whereas, the City of Columbus was state-conceived, having come into existence by Act of the Georgia Legislature in 1827, "to lay out a trading town, and to dispose of all the lands reserved for the use of the State near the Coweta Falls, on the Chattahoochee River, and to name the same," and

Whereas, the consistent growth and development of the City of Columbus, and the prestige it won early in its history as an industrial pioneer and has since so brilliantly maintained, have increasingly demonstrated the wisdom of that Legislative Act,

Therefore, I, L. G. Hardman, Governor of Georgia, do hereby extend hearty congratulations to the City of Columbus, on this the happiest and most significant of all its birthdays, and in behalf of the people of our State express the hope that its Centennial will be in every way worthy of the century of accomplishment which it so fittingly celebrates.

Given under my hand and Seal of the Executive Department. This the 7th day of April, 1928.

L. G. HARDMAN,
Governor.

tion will be used and the demonstration will be spectacular and thrilling. That evening at 8:15 o'clock, the first pageant performance will be given at the municipal stadium.

The second day, April 26, will be Memorial Day and the memory of the Confederate dead will be appropriately honored. This promises to be one of the most interesting Memorial Day services in the entire history of Columbus, in which city this

section of the parade, with its wealth of floats and other special representation, will be very elaborate. The public schools of the city will give holiday during the Centennial, and a large number of the school children will take part in the pageants and other ceremonies.

It is expected that the governors of several states will be present, and there will be many other distinguished guests. Advance messages indicate that

practically every section of the union will be represented in the attendance. It will be the greatest home-coming in the history of Columbus, and hundreds of former citizens, now residing in other cities and sections, some of them far removed, have made all plans to attend.

The officers of the Columbus Centennial Association are:

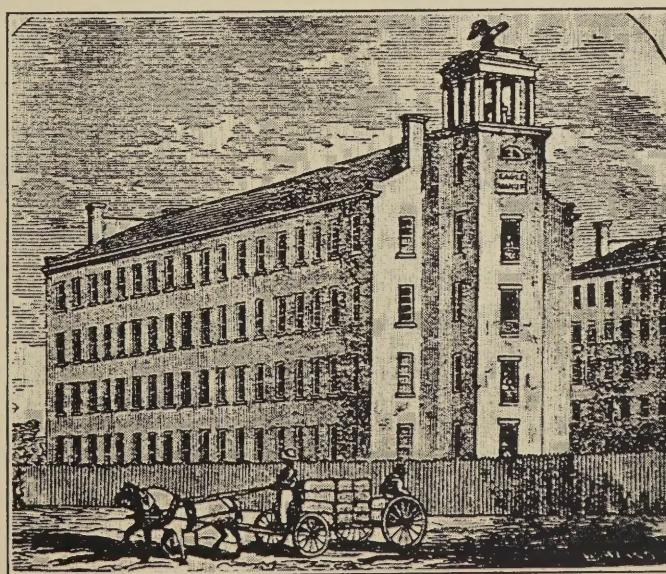
H. C. Smith, president and general manager; G. Gunby Jordan, F. B. Gordon, L. H. Chappell, J. H. Dimon and General Edgar T. Collins, honorary presidents; Chauncey A. Hyatt, secretary; H. B. Crowell, treasurer; Foley & Chappell, attorneys.

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Executive Committee—H. B. Crawford, J. B. Key, F. G. Lumpkin, R. M. Hardin, H. C. Smith.

There are many committees, the personnel embracing a large number of men and women, who, with the officers, have given most generously of their time in furthering this notable civic project.

A PIONEER COTTON MILL



The Eagle Mills, one of the ante-bellum textile institutions of Columbus, in which city cotton manufacturing began as early as 1838. The picture here shown is reproduced from White's "Historical Collections of Georgia," published in 1854. The Eagle Mills were burned in April, 1865, when General James H. Wilson captured the city. On the same site the Eagle & Phenix Mills sprang into existence immediately after the war.—Columbus now has approximately 500,000 spindles, and is the second cotton manufacturing city in the South.

City of Columbus Enters its Second Century with the Prestige—and Momentum—of Success

COLOMBUS, Georgia which has been making notable progress in many respects in recent years enters its second century with a momentum of growth which insures not only sustained, but in all probability accelerated progress.

One of the city's greatest assets is the substantial character of the community itself, which has been formed and fashioned during its 100 years, and another is the prestige of its outstanding industrial success. Columbus is known as a manufacturing city which rests on the solid basis of demonstrated success in the several major lines to which the thought of its people has turned, and is acquiring added distinction as well as a pioneer in various lines of specialty manufacturing.

The beginning of the second century finds Columbus with a population, including suburbs and Fort Benning, of approximately 75,000.

It is the second textile manufacturing city in the South. Its iron works, foundries, machine shops, and metal working establishments represent a large investment, and are almost constantly increasing their annual output. The city is one of the great clay-working centers of the South with a large production of brick and tile. It is the South's business fixtures capital. It has two of the largest cotton gin factories in the South. It is a woodworking center, it has a number of large fertilizing factories, and its investments in miscellaneous industrial plants constantly increases. Columbus has 100 factories.

The city of Columbus has been for some years in the midst of a notably progressive improvement program, and this program continues year by year. Constant additions are made to the paved area, to the sewerage facilities and to the waterworks system, and there is a steady and systematic enlargement of municipal facilities and service.

Muscogee county, of which Columbus is the

county seat, is paving all its main highways at a cost of more than \$2,300,000. This really notable project will be completed within a year.

At Fort Benning near by, where the Infantry school of the United States army is located, the government continues its substantial building program each year. The general plan calls for an ultimate investment of at least \$25,000,000 at Fort Benning, and more than one-half of this amount already has been expended there. It is planned in a general way to do about a million dollars of construction each year.

The War Department has just received bids for building the last section of the enormous barracks at Benning, and also is constructing an addition to the hospital. These two projects will cost about \$500,000. It is understood that later in the year the government will invite bids on additional officers' quarters at Benning.

Phenix City, Columbus' Alabama neighbor just across the Chattahoochee river, recently let contract for a \$75,000 school building, and is now inviting bids for a new waterworks system, which will cost about \$150,000. In the last two or three years Phenix City has laid a great deal of street paving, and has made extensive sewerage installations. This city is making the most substantial progress in its entire history.

The steady industrial expansion of Columbus continues. During the past few months the Swift Spinning Mills have built a large addition, the Bibb Mills have substantially increased their warehouse facilities, the Columbus Truck & Supply Manufacturing Company has built an addition to its plant, the Eagle & Phenix Mills have built an addition, the Columbus Bagging & Tie Company has built a new plant, and there have been other industrial improvements.

The White Laundry has just been completed in Wynnton.

Roy E. Martin has just completed the Royal Theater at a cost of \$250,000. The Grand theater is to be remodeled and refurnished at a cost of \$45,000.

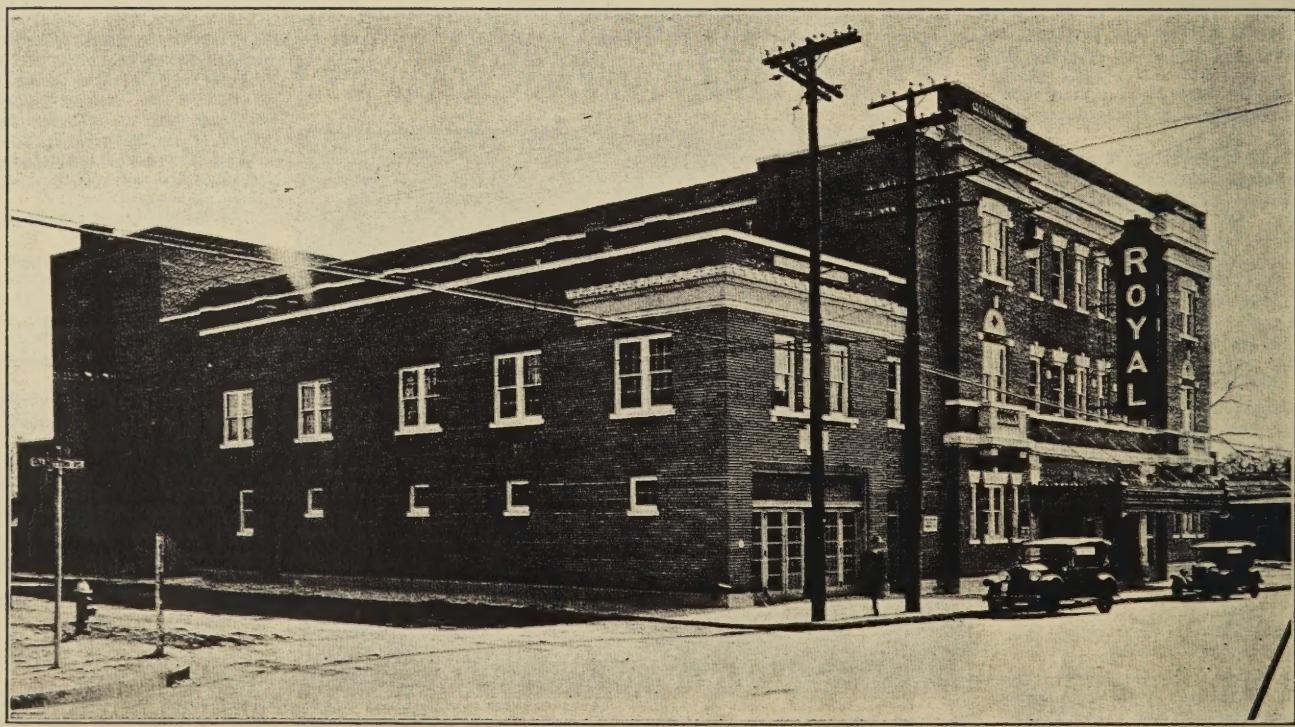
Columbus continues to build residences at a remarkable rate, and the new homes are not only impressive in number, but are modern and attractive in type, and in many instances represent substantial investments.

A great many of the residences built during the period of this review—nine months—are shown in this issue.

Commercial construction has proceeded on a substantial scale, and prominent on the construction line are many new filling stations and accessory stores of attractive type.

The Wildwood Court Apartments were built at a cost of \$150,000.

A highly important development of the past year was the raising of a fund by the business interests of Columbus for the purpose of making an economic survey of the Chattahoochee river section in the interest of the permanent improvement of the river so as to make it navigable from Columbus to the Gulf of Mexico at all times of the year and under all conditions. A firm of nationally known engineers of high reputation in their profession has conducted the survey. The economic facts ascertained, including present volume of freight shipments in the territory affected and the potential volume which can be reasonably expected, are highly encouraging in their nature, and it is believed that the showing made before the government should be so strong and convincing as to insure the building of locks and dams. It is estimated that the complete project will cost \$8,000,000.



The Royal Theater, built by Roy E. Martin at a cost of \$250,000. This notable building has just been completed and will be opened April 30. T. Firth Lockwood, Architect. A. B. Johnson and E. P. Haasey were in charge of construction. (For further illustrations, and description of this theater, see Pages 66-B and 66-C.)

A New Apartment House and a Newly Paved Road



Wildwood Court Apartments, built in the latter part of 1927 by D. Lewenstein, Atlanta, Ga., at a cost, including site, of \$150,000.



Muscogee county is paving all its main highways at a total cost of \$2,300,000. Here is shown a scene on the Cussets road, now being paved with asphalt. MacDougald Construction Company, Atlanta, Ga., Contractor.

Industrial Index

W. C., M. M. & A. M. WOODALL
Proprietors
PUBLISHED WEEKLY
Index Building
COLUMBUS, - - - - - GEORGIA

Entered as second-class matter October 12, 1906, at the postoffice at Columbus, Georgia, under the act of Congress of March 3, 1879.

WALTER J. WOODALL, { Editors
W. C. WOODALL,

"The Business Newspaper for the Southeast"

SUBSCRIPTION RATES
One Year \$4.00
Six Months \$2.00

ESTABLISHED 1906

The Industrial Index publishes advance news of manufacturing plants to be established and construction work to be done, reports new banks, corporations, and gives other live information that is of money-value to dealers in machinery, mill supplies, building materials, street improvement material, equipment for municipal waterworks, light and power plants, office, school and church supplies and equipment.

ADVERTISING RATES FURNISHED
UPON APPLICATION

"Wanted to Buy" Advertisements, are published without any charge whatever and are solicited.

INDUSTRIAL INDEX,
Columbus, Ga.

Keeping The Record

The story of Columbus as told on the printed page and through the engraver's art forms one of the most interesting and permanently valuable features of the Centennial celebration soon to be staged. After the pageants have passed, and when the spectacular glories of the great outdoor spectacles live only in memory, there will be in accessible form the permanent record of what all this signified, and what it celebrated.

The two daily newspapers of Columbus, The *Enquirer-Sun* and The *Ledger*, joined forces some months ago on a Centennial Number which is unique in conception and beautiful in execution. It is possibly the first time in journalistic history that two newspapers combined in a publication enterprise of this character, and the idea attracted wide attention and much commendation. The local reaction to the thought was extremely favorable, and the Columbus public joined heartily with the publishers in producing the most notable edition of a daily newspaper ever issued in Columbus. The *Ledger-Enquirer-Sun* Centennial Number consists of nearly 200 pages, all in rotogravure, and extremely attractive.

The *Industrial Index* is making its own contribution to the record of Columbus and the Centennial by publishing a Centennial Number which now lies before you. It has been prepared with care, and the publishers trust that it will be of permanent value to their home city. In this connection we wish to make grateful acknowledgement of the generous co-operation we have received from our home people in this, the most ambitious of our publishing enterprises.

The Right to Celebrate

Columbus, Georgia, a hundred years old, has every right to celebrate its Centennial.

It has earned that right through its century of history, its record of achievement, and the quality of human character, and personality, it has furnished the world.

Rich, indeed, is the heritage which comes to the generation of today in Columbus—the fruits of a hundred years of toil, of courage, of enterprise, of sheer pioneering, and, in many instances, of sacrifice.

The elaborate ceremonies with which Columbus will celebrate its gladdest and most significant birthday next week will be over against a background of which any city would well be proud. In that historic past are all the elements which make true greatness, in cities as well as men.

There is the new city, literally carved out of the wilderness. There are the hardships of the pioneers and the danger from savages living in large numbers in immediately adjacent territory.

There is the long, hard struggle for population, capital, trade and industry. There are the first brave efforts amid discouraging conditions to begin manufacturing. There is the bold pioneering as early as in the tenth year of the new city to enter the textile field. There is the perseverance in the textile industry, despite formidable handicaps; the steady progress in that field, so that even in ante-bellum times the city had a very considerable cotton manufacturing interest.

There is the pouring out of treasure, of men, of soul, in that costly tragedy, the War Between the States, when the city placed all it had on the altar of country. There is the capture of the city, in the very last battle of the war, and the destruction of practically all its industries and nearly fifty million dollars of other property.

There is the long, brave fight after the war, during those drear days of reconstruction; the rebuilding of the city's industries, the pioneering in new industrial fields, the steady expansion of the city's manufacturing interest.

There is the truly remarkable effort on the part of such a comparatively small city to secure additional railroads, and the use of municipal credit so freely and so generously to aid in railroad construction that for the first 70 years of the city's history not a dollar in bonds was issued for any other purpose.

There is the faith of Columbus people in Columbus, and their earnest, never-ceasing effort to induce outside capital to join hands with local capital to harness our water powers, to build additional mills, to provide local transportation, to make Columbus a more comfortable and livable city.

There are the thousands, literally thousands, who have worked so loyally and so unselfishly for their beloved town, many of whom have passed to their reward, but who so richly deserve place in the city's great Centennial, and whose memory will be gratefully honored, as their descendants stand with uncovered heads in the living presence of the glorious past.

There are the tens of thousands of heroes in the everyday battle of life, many of them humble, many of them unknown, who toiled and sacrificed and rejoiced, that their children and children's children might enjoy life and its advantages more richly and fully, and

who thus lovingly and unselfishly laid the foundation for many of the homes of the Columbus of today.

Yes, Columbus, Georgia, has every right to celebrate, and to feel gratefully, reverently proud of its hundred years—and of those who peopled that glorious past!

Columbus High-Spots

Columbus has had many moments of exaltation, many great days—dates that should forever stand out in illuminated letters in its history.

One of those is that far-gone day, nearly a century removed, when a turning lathe was placed in operation on a small stream in the city limits—the first, modest manufacturing operation of record in Columbus.

A bright day it was that witnessed the turning of the first spindles, marking the unpretentious beginning of a movement that should usher in, in time, a mighty industry.

What a day when the first railroad came to town! And those other historic days, marking the completion of line after line until the city had seven railroads.

The day when electricity first came! The day when the first dam for the commercial distribution of power was built!

The day when the city officially established public schools! The day when the city added a vocational high school to its educational system!

The day when Fort Benning came! And now, the last of these civic high-spots to be recorded—the city's Centennial!

About Columbus

Through location and through circumstance the city of Columbus, Georgia, has been highly favored. To natural advantages and to other conditions that contributed to the making of a substantial city there was added comparatively early in the history of Columbus a spirit of initiative and of enterprise on the part of its citizens that was notable in its quality.

The naturally favorable conditions continue, and the typical spirit of the town, a spirit that has all the boldness and courage of the pioneer, still exists, stronger and more determined than ever because of the commercial and industrial triumphs that have been scored in this field.

Columbus is at the foot of a series of river rapids comprising one of the greatest water powers of the South. It is at the head of navigation of one of the most important Southern rivers. It is almost exactly in the heart of the Georgia-Alabama territory, two of the most prosperous of the Southern states and destined, through raw materials, water power, soil, climate and strategical location to rank permanently as among the greatest of the American commonwealths. It has immediate access to large supplies of cotton, coal, iron, timber, clays and other essentials.

It is such a natural and logical location for a city that the state of Georgia sent its engineers to the spot, 100 years ago, and laid off and established Columbus. It is the only state-selected and state-designed city in Georgia.

Columbus is known as the South's oldest industrial city. Manufacturing enterprise was in evidence here in the 'thirties, and even as early as 1838 Columbus was manufacturing cotton goods. Its textile investment enlarged

steadily. Forty years ago the city was spoken of as the Lowell of the South. Today it has a half-million spindles and is the second cotton manufacturing city in the South.

It is the business fixtures and showcase manufacturing capital of the South. Its investment in ironworking plants and machine shops and woodworking plants is very large. It is one of the great brick and tile manufacturing centers of the South, with a heavy investment in this line. It is an extensive manufacturer of cotton gins. Its investment in fertilizer factories is large. And it has an ever-increasing number of diversified industries, representing now a large investment.

Columbus' growth during the past 30 years has been so marked as to attract attention and comment through the South and through the nation. During these years three great water-powers north of the city, developing 132,000 horse-power, have been placed in service, and a steam station with a capacity of 12,000 horsepower has been built. Rapid as has been the development of hydro-electric power, demand for power on the part of expanding industry has kept pace with it. Cotton spindles in Columbus increased from 75,000 in 1896 to approximately 500,000 in 1928.

A few years ago the Infantry School of the United States army was located on a 98,000-acre reservation at Fort Benning near Columbus, and this great \$25,000,000 project is now under full headway, with much of the permanent military plant there already constructed and a substantial building program planned for each succeeding year. This will be the greatest military school in the world.

The effect of the location of the Infantry School on the fortunes of Columbus was instant, and marked. With this added asset of tremendous value the city began to grow as never before and this growth is consistently maintained.

The Industrial Index

The *Industrial Index*, now recognized as the standard construction-industrial magazine for the Southeast, is a Columbus, Georgia, institution. It will be 22 years old in June.

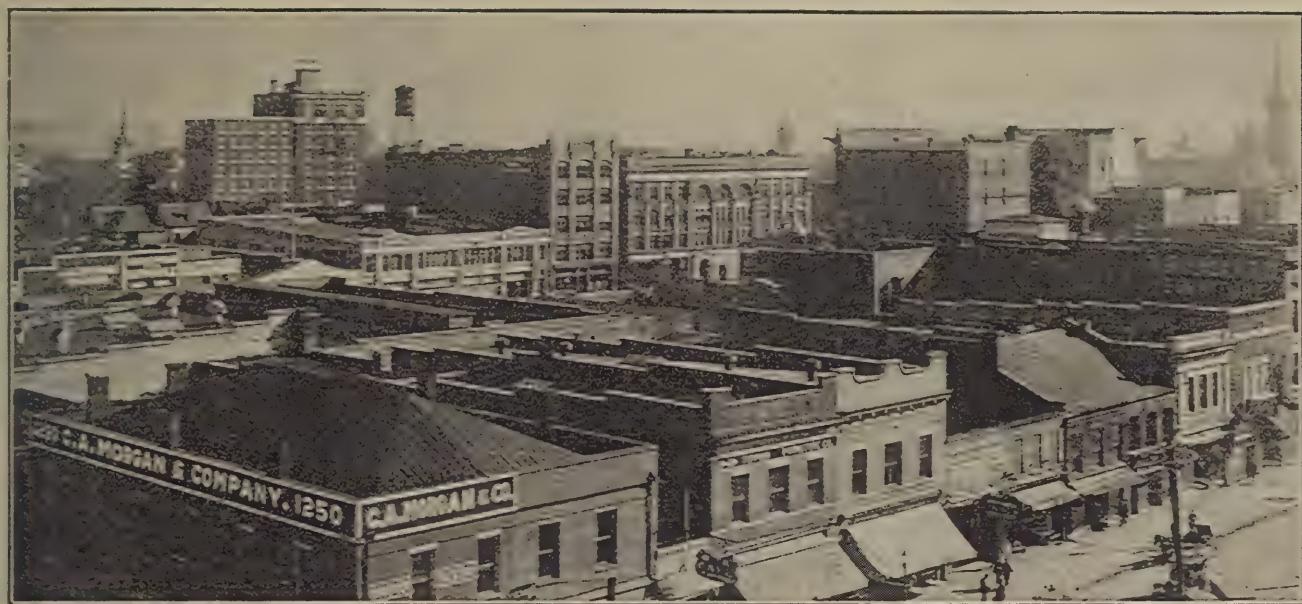
The publication, which was the thought of Mr. Walter J. Woodall, was originally a bulletin of four pages, without a cover. It was first known as the *Georgia-Alabama Industrial Index*, and covered only the two states named. Gradually its service was extended, building and industrial reports being given for other states. Today the magazine intensively covers the states of Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina and Tennessee.

In addition to the weekly magazine, published at Columbus, a Daily Report is issued in Atlanta, in connection with the Atlanta Builders' Exchange, and also a Daily Report at Jacksonville, in conjunction with the Builders' Exchange of that city.

Columbus is Southeastern headquarters for construction news, and industrial reports. The *Industrial Index* also treats pertinent topics in its editorial and general news columns, and is one of the most widely quoted of the Southern business magazines.

The Southern Memorial Day originated in Columbus, and is one of the city's most treasured distinctions.

Columbus From the Air and From an Office Building



Looking Southeast from the top of the Swift-Kyle Building, Broadway and Thirteenth street.



—Official Photograph by U. S. Army Air Service.
In the foreground a small section of Phenix City, Ala., and the mill-lined Chattahoochee River. A glimpse of a portion of Columbus, from Twelfth street, North, in the older part of the city.



The new asphalt paving on the Buena Vista road. MacDougald Construction Company, Atlanta, Ga., Paving Contractor.

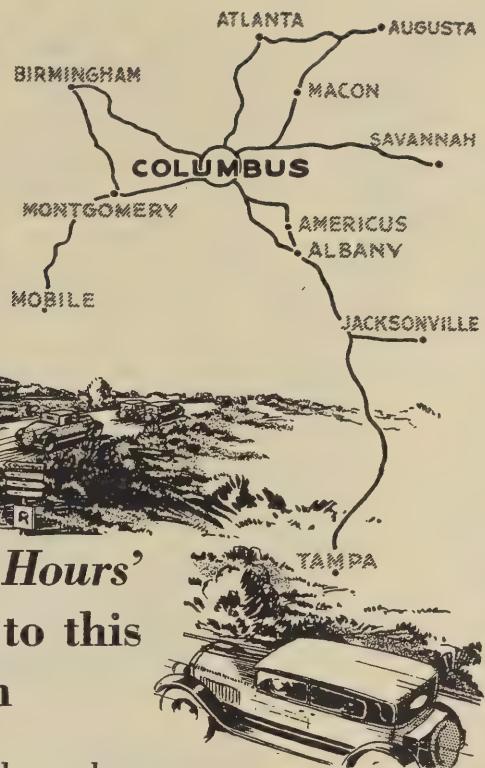


A portion of the central section of Columbus. In the foreground the Chattahoochee river.
—Official Photograph by U. S. Army Air Service.

Take the Trail to Columbus

!

In 1828..it took *days* for Surveyor Thomas to reach Columbus...



In 1928—A Few Hours' Ride Brings You to this Merry Celebration

A HUNDRED YEARS does make a difference! As you speed over modern highways or swiftly cover the miles by rail, it seems incredible that the trip to Columbus was once a long and tiresome journey.

The Columbus Centennial is *your* celebration as much as ours—because it represents the progress of the whole Southeast. Come! Enjoy with us the 3-day program of pageants, carnival parades and the big military demonstration at Fort Benning, the world's largest school of arms.

It's only a few days, now—so make your plans to attend!

ALL ROADS LEAD TO COLUMBUS
April 25-26-27

Among the many events on the Centennial Program are:
Historical Pageants
Military Maneuvers
Beauty Contest
Street Festivals
Concerts by Five Bands

SPECIAL LOW RAILROAD FARES

Visitors are assured of adequate accommodation. For information address: Columbus Centennial Association, Inc., Columbus, Ga.

**COLUMBUS
CENTENNIAL
CELEBRATION**
APRIL 25 • 26 • 27



COLUMBUS

Full Century-Size in Both Years and Achievement

The Columbus Centennial

celebrates 100 years of History and Success and emphasizes the still larger industrial and commercial opportunities now offered by our city. Manufacturing history will repeat itself even more brilliantly, and on a greatly enlarged scale, during the second century of Columbus, Georgia.

FIVE YEARS TAX EXEMPTION TO NEW INDUSTRIES

The City of Columbus cordially invites you to make full investigation of the opportunities offered here in manufacturing, in distribution and in general business activities, and as a place of residence.

We have abundant and dependable Electric Power, seven railroads and a navigable river, quick accessibility to the coal fields of Alabama; immediate accessibility to cotton, timber and other raw materials; machine shops, foundries and supply houses for instant service of local manufacturing plants; a large native industrial population, trained through generations; a spirit of friendly and generous cooperation with new industries, and a hearty welcome to all new citizens.

Columbus, Georgia, has every advantage and facility of the average modern city of 75,000 to 100,000 inhabitants. Health conditions are ideal, being promoted by a swift-flowing river, which half-encircles the city; a sandy, porous soil, and a modern sanitary system.

Columbus has Commission-Manager form of Gov-

ernment. City is now engaged in a definitely planned program of public improvements which will extend over several years. Steady enlargement of paved area, of sewer service, of waterworks, of educational facilities and other essentials called for by this program.

Columbus has a nationally-noted public school system, the last unit added being a \$410,000 High School building completed in 1926.

A large annual expenditure at Fort Benning (the Infantry School) near Columbus, both for operation and new construction.

Marked activity in real estate.

Both city and county exempt new industries from taxation.

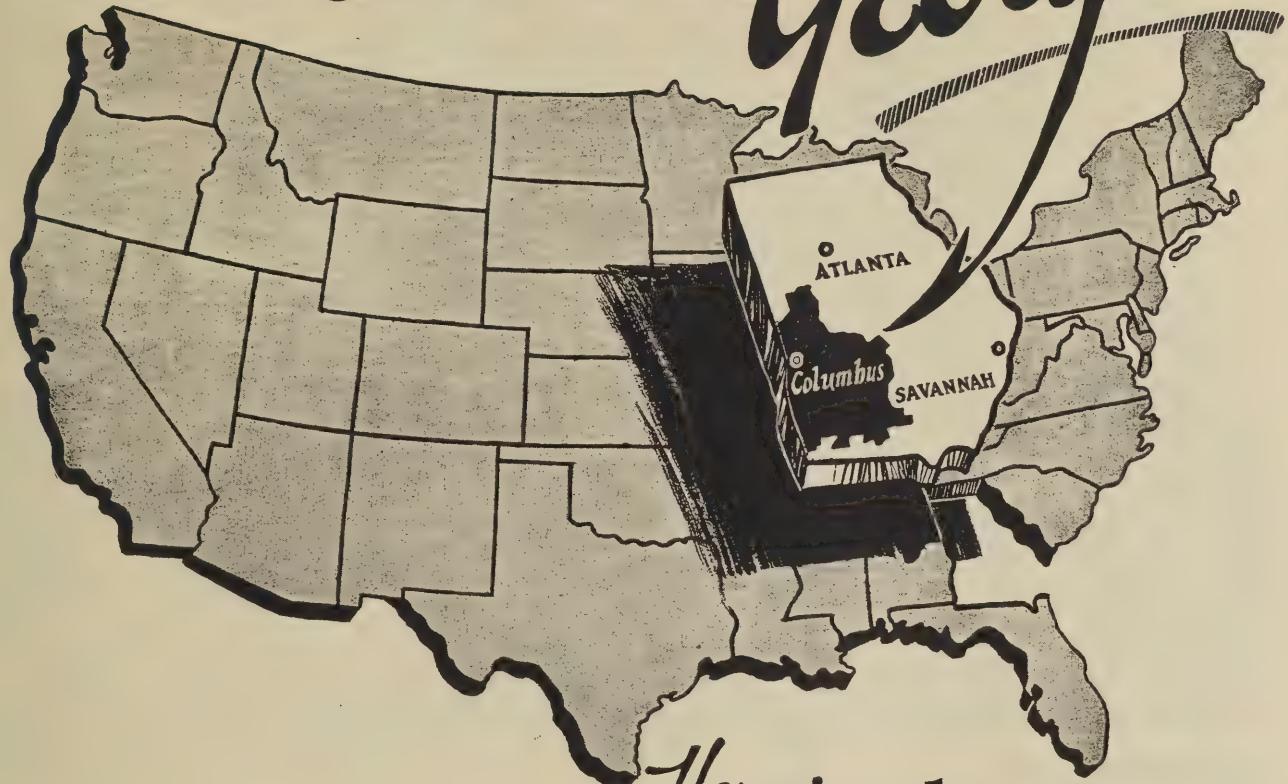
A tremendous building program, one year of which is pictured in this issue of The Industrial Index.

The prestige of 100 years of successful manufacturing.

**A Favorable Location for Your Factory
An Ideal Home City for Your Family**

**CITY COMMISSIONERS OF
COLUMBUS, GEORGIA**

Southwest Georgia



*Here is where
the Nation's next great
development is beginning*

Cities and Towns Our Lines Serve

Columbus	Raymond
Hamilton	Sumner
Chipley	TyTy
Greenville	Buena Vista
Talbotton	Montezuma
Woodland	Oglethorpe
Shiloh	Ferry
West Point	Butler
LaGrange	Reynolds
Moreland	Marshallville
Hoganville	Cochran
Newnan	Unadilla
Grantville	Pinehurst
Richland	Vienna
Lumpkin	Americus
Cuthbert	Cobb
Dawson	Flintside
Shellman	Leslie
Sasser	DeSoto
Fort Gaines	Lenox
Leesburg	Cordele
Smithville	Arabi
Albany	Ashburn
Sylvester	Sycamore
Poulan	Tifton
Putney	Ocilla
Pelham	Trimble
Meigs	Eldorado
Baconton	

THE people of Southwest Georgia have learned that the fundamental of community growth is the systematic development of those resources that most naturally contribute to community income. They are working along business lines to create conditions that make these communities more attractive from a residential standpoint, more prosperous agriculturally and industrially and a more inviting field for people who seek better living conditions and more definite opportunities to make money. Practically every county in the large area served by our company is developing its own county-wide chamber of commerce along these lines, and is in position to give intelligent cooperation to those who desire to locate in this section and to help them to actually get the most from the change. The fruits of this rational viewpoint was evidenced during the past fall in an unprecedented demand for farms. It is reasonably safe to state that there is not an idle farm in Southwest Georgia this year. Yet undeveloped lands may be bought at a very low cost. Communities that know how to make themselves prosperous offer an attractive future to industry and capital as well as to new citizens. Write us for information.

Columbus Electric & Power Company

STONE & WEBSTER, INC.
Executive Managers.



Columbus, Ga.



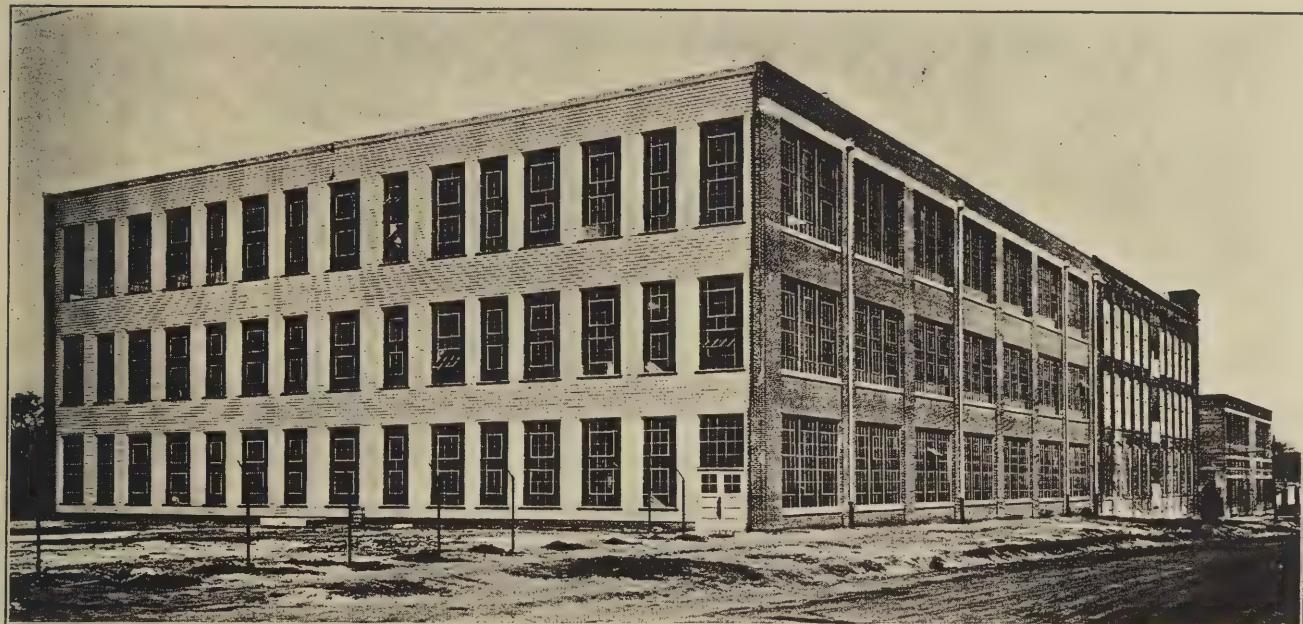
Residence of Robert R. Tompkins, Woodcrest. Chas. F. Hickman, Architect. Williams Lumber Company, Contractor. One of many beautiful homes faced with Columbus Brick & Tile Company select brick.

THE Columbus Brick & Tile Company, believing wholeheartedly in Columbus, has built in this city one of the great clayworking plants of the South, with daily capacity of 150,000 Brick and 200 tons of Hollow Building Tile. We manufacture all standard shapes and sizes of Hollow Building Tile and Partition Tile; also Interlocking Tile and Heath Cubes—the latter two designed for walls where the load is unusually heavy.

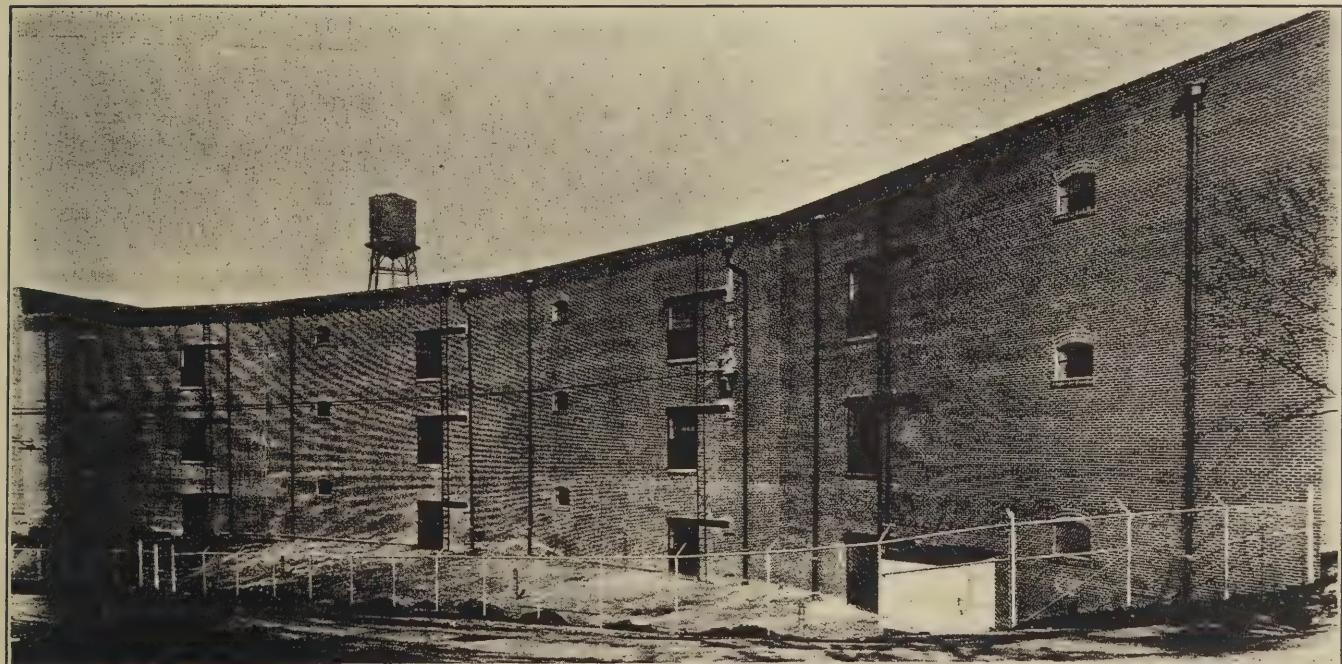
*We ship Columbus-made Brick and Tile
Throughout the Southeast*

Columbus Brick & Tile Company
Columbus, Georgia

Two Textile Improvements of the Year in Columbus



Addition to plant of Swift Spinning Mills. T. C. Thompson & Bros., Contractors, Charlotte, N. C. The new mill, shown in the foreground, was completed early this year.



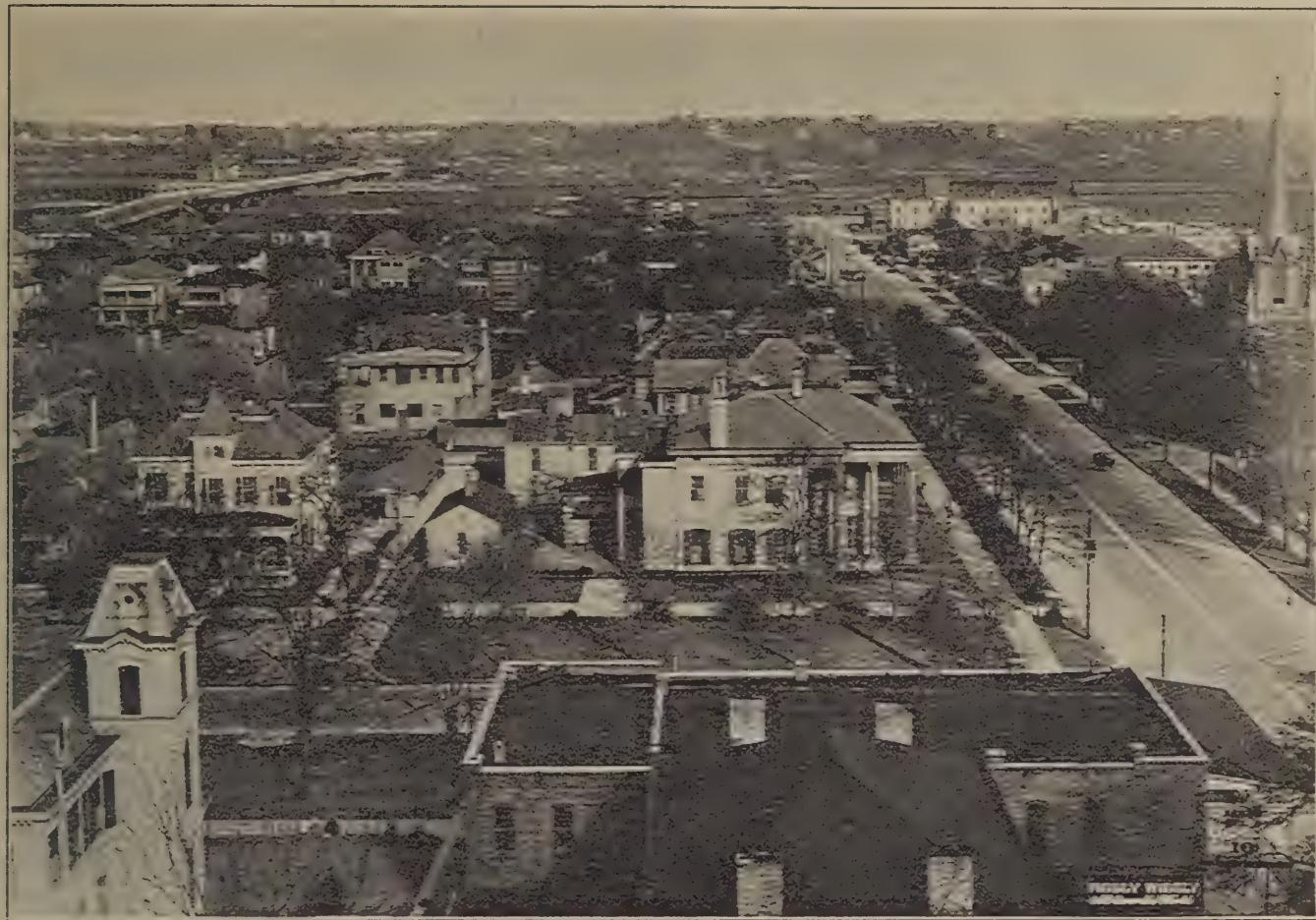
Addition to warehouses of Bibb Manufacturing Company. Built during the past year.



Looking North from roof of Ralston Hotel, Columbus, Ga.



Looking West from Ralston Hotel



Looking East from Ralston Hotel



Looking South from Ralston Hotel

Paving All Main Highways in Muscogee County



Scene on Macon road, now being paved with concrete. Campbell Contracting Company, Columbus, Contractor.

MUSCOGEE county, of which Columbus is the county seat, is paving all its main highways. Paving began in 1926 and will be practically completed by the end of the present year. The work is costing \$2,300,000, of which \$1,650,000 is supplied by Muscogee county—this being the proceeds of a bond issue voted by the people of the county with great enthusiasm.

Within a year Muscogee county will have 67 miles of hard surface roads in addition to an excellent system of lateral and connecting sand-clay roads of exceptionally fine type.

The highways already paved, or being paved, are the Hamilton, River, Macon, Buena Vista and Cusseta roads. The Talbotton road is yet to be paved.

Paving is of concrete and asphaltic types. Concrete has been laid on the Hamilton, River and Macon roads, and the Buena Vista and Cusseta roads are of asphalt.

Some years ago the Muscogee county commissioners began the gradual displacement of all old bridges in the county with modern concrete structures. Now there is a concrete bridge at practically every bridge-site in the county. Several concrete bridges of

noteable size have been constructed in recent years. Numbers of handsome bridges of this group are shown elsewhere in this issue.

The affairs of Muscogee county have been exceptionally well managed for many years. The county meets all its bills promptly and carries a cash balance in the banks. The county has been very fortunate in the type of business men who have served on its board of commissioners ever since such a board was created by legislative enactment more than fifty years ago. The present board is composed of Hon. Rhodes Browne, chairman; Hon. G.

Gunby Jordan, and Hon. Frank U. Garrard. Mr. Browne is a banker and insurance company president. Mr. Jordan is a capitalist, developer and retired manufacturer, and Mr. Garrard is a prominent lawyer.

Real estate values and general development in Muscogee county have kept pace with the building of the roads, in fact have in many instances anticipated the actual laying of the paving. There has been marked activity in county real estate, and much home building on both the main roads and lateral highways. Taxable values are steadily increasing.

State of Georgia Lays Out and Incorporates the City of Columbus

Columbus, Georgia, is a state-conceived city. It was deliberately planned and established by the Legislature of the State of Georgia. It was seen that here, at the foot of falls of the Chattahoochee river and at the head of navigation to the sea was the logical site for a city—an outpost of civilization, and a trading center, on the extreme western border of the state. The wealth of water power—much of it within the very limits of the city itself—brought visions, even in that early day, of factory-lined river banks. How wonderfully and brilliantly that dream has come true is attested by the Industrial Columbus of today.

The story of the new city, born of a legislative act, is splendidly told in "Martin's History of Columbus." We here-with reproduce the first two chapters of that book, which relate to the preliminary plans (in 1827) to establish the city of Columbus, and to the events of the first year of the city's history (1828).

THE first step towards the establishment of a town on the site on which the city of Columbus now stands, was taken by the Georgia Legislature of 1827. The act of that year was not one of incorporation. It was entitled "An act to lay out a trading town, and to dispose of all the lands reserved for the use of the State near the Coweta Falls, on the Chattahoochee river, and to name the same." This act was "assented to" Dec. 24 (one advertisement says Dec. 22), 1827. It provided for the appointment by the Governor of five Commissioners to select the most eligible site on the reserve (known as the Coweta Reserve, near Coweta Falls on the Chattahoochee), to appropriate a square or oblong square of twelve hundred acres for the commons and town, which was to be called and known by the name of Columbus. They were to lay out not less than five hundred building lots of half an acre each, and to make a reservation of one square containing ten acres for the public buildings of the county of Muscogee, with the privilege to the county of selling what was not needed for this purpose.

The Commissioners appointed to execute the trust were, Ignatius Few, Elias Beall, Philip H. Alston, James Hallam, and E. L. DeGraffenreid.

An Unbroken Forest

The present site of Columbus was at that time an almost unbroken lowland forest, in some places hardly penetrable through its thick undergrowth, and in others covered by swamps and ponds of water. Where some of the finest buildings now stand there were marshes or ponds. From one block north of where the "Perry House" now stands, all south and east was a muddy swamp, filled with briars and vines and small undergrowth among the large forest trees, so that in many places it was difficult to get through. Upon the present location of the "Perry House" (today known as the Racine Hotel) and extending two blocks north, was a pond where wild ducks and geese were often shot. Fish of large size were for some time afterwards caught out of ponds of which no traces now remain. Between Oglethorpe Street and the river the land was generally high and dry, interspersed with pretty groves of fine shade trees. But east of Oglethorpe Street and all south was mostly wet swamp land.

* * *

The Original Settlement

The few houses that had been erected prior to the first sale of lots by the Commissioners were along a road that crossed the river at a ferry near where the Hospital now is. (South of Exposition grounds.) It was a section

of the old "Federal Road." Traces of this river crossing may still be seen on the Alabama bank. The hotel was there and three or four stores, whose principal trade was with the Indians. But when the town was laid off and the lots sold, these settlements, being out of town, eventually had to move up within the space laid out into lots. There were but few comfortable houses up to that time—some small log houses, some board houses or tents, and some Indian houses.

At that time there were a number of springs of excellent water running out of the bluff along the river. There were as many as ten or twelve of them from the "City Mills" location down to the wharf, and they afforded plenty of the best water. Gov. Forsyth, who attended the sale of the lots in 1828, preferred to camp in a beautiful grove just below the present wharf, and pitched his tent beside one of these springs. With the march of civilization receded the beauties as well as the wildness of Nature, and these fine springs have long since ceased their refreshing flow.

* * *

Beautiful Scenery

The scenery on the bank of the river was very beautiful, including some of the finest natural groves. The river, too, presented quite a different appearance from the muddy Chattahoochee of this time, with its high water-bed extended by caving to twice its original extent, its banks on both sides precipitous and bare, and those on the Alabama side still falling in with every freshet. The waters were clear and rippling, and the rocks that presented themselves for some distance above the steamboat landing or head of navigation nearly extended across the river in places, with channels or pools between, from which nearly all the varieties of freshwater fish were taken in abundance.

It was interesting and amusing to see the Indians catching shad in the spring of the year. They used dip-nets, made of wahoo bark split up in small strips. The net was fastened to the ends of two large canes about fifteen feet long. They would arrange themselves in a row, five to fifteen in number, on the edge of the place where they wished to dip. They would then dip their nets in regular order, one net following right after the other. When one caught a fish he would throw it out of his net behind him, and never lose more than one dip. The whole party would yell every time there was a fish caught. But the shad, like the springs, have long since disappeared from our river, and some can hardly believe that they were ever caught here. The clear, fresh water of the Chattahoochee must then have been much more congenial

and inviting to these dainty fish than the turbid stream of the present time, muddied by its passage through hundreds of thousands of acres of cultivated ground and polluted by the sewerage filth of the towns and factories on its banks.

* * *

Romantic and Poetic

An old writer describes the natural beauties of the locality at that time as follows:

"The most fertile imagination could not conceive a place more enchanting than this is in reality. Neither is it deficient in the various natural capacities for the convenient transaction of business. Standing at the center, the eye can feast the mind with contemplating the most delightful scenery, which raises a thousand romantic and poetic associations. The river on each side is adorned with forest, as beautiful as nature could make it; and the channel is made rugged and firm by the deposit of immense heaps of solid rock. The rapids continue for a great distance, sometimes forcing the river down into a narrow channel of great depth and inconceivable swiftness. In the course of the descent of the river through some of these places, the torrent is opposed by rocks of immovable fixtures, which throw it up into mountain waves, or dash it away in a wide expanse of beautiful white caps, counter currents and eddies."

* * *

Natural Advantages

It was apparent that these were great, and though the results that might have been contemplated have not yet been fully attained, the causes of the failure or delay are also evident, and there is good reason to hope that all the anticipations of the past will yet be fully realized, if not by the agencies originally had in view, by others now progressively at work. The location being at the permanent head of navigation of a fine boatable stream, on the outskirts of continuous white settlement—with a strip of Indian territory sixty miles in width separating it from white civilization and commerce in Alabama, and this Indian country one of known fertility and beauty, whose opening to white settlement was only a question of time—there was good reason to anticipate for Columbus a rapid growth and far-reaching trade. For some time its trade by wagon and by the river was extensive, reaching from Apalachicola to the section of country now including Heard, Carroll and Fulton counties, and embracing nearly all the region between the Chattahoochee and Flint rivers. But railroads came from the east westward, and their general effect has been to carry trade to the east. The river trade has been nearly broken up, and

railroads connecting with more eastern cities now traverse nearly all the country from which Columbus formerly derived her distant wagon trade. We may confidently hope for a considerable extension of trade from railroads now in course of construction, which will give us more direct communication with the great West; but unquestionably the safest reliance of Columbus for a steady advance in business and a permanent prosperity are her great advantages for manufacturing. Her princely cotton mills, already finding all over the Union a ready sale for their superior fabrics, are her "jewels," of which she may well be as proud as the Roman matron of her sons; and when we consider that not one-twentieth part of her great water power is yet appropriated, that she is in the very heart of the cotton growing region, with superior facilities both for obtaining the raw material and shipping the fabrics, and that the profits of the factories now in operation are sufficient to satisfy the cupidity of the most exacting capitalist, we cannot fail to see that this is the citadel of our strength—the firm foundation of a progress and prosperity that will yet realize all the expectations ever indulged concerning Columbus. It is not probable that the utilization of this great water power was one of the objects contemplated in the selection of the site of Columbus, and good fortune rather than human sagacity favored the city in this respect.

* * *

Interest Throughout the State

Much interest was aroused through the State by the Legislation looking to the establishment of the new town of Columbus, and the anticipated sale of the lots. The advantages of the locality were so apparent as to attract the attention of men of a speculating disposition, as well as of persons desiring to try their fortune in a new settlement with such fine prospects. We find that complaints against the tardy action of the Commissioners, and of the gentlemen selected by them to make the surveys and prepare the plan of the town, found their way into the public prints. On the 11th of July, the surveyor, Mr. Edward Lloyd Thomas, defended himself against the charge of failure to return the plan to the Surveyor General's office, stating that he had sent the plan to the Executive Department and to other places.

Before the sale of the town lots the population of the place was very much mixed, as is generally the case in new settlements. It amounted to about three hundred.

* * *

The Indians

During the day there would generally be hundreds, and sometimes thousands

Citizens & Southern Company

17 Twelfth St. Columbus, Ga.

Offering

A widely diversified line of **INVESTMENT SECURITIES**.

FINANCIAL ASSISTANCE to companies showing a satisfactory record of earnings.

Our Officers are always glad to discuss such matters and we solicit your inquiries.

Savannah

Atlanta

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Macon

Charleston

Columbus

of Indians from the Alabama side in town, but they were not allowed to stay on the Georgia side at night. They were generally friendly and harmless while on this side of the river, but sometimes annoying, as they would go to private houses, to the alarm of some of the ladies. But their object was to get something to eat or steal. We find the Greeks called "a remnant of beggars and drunkards" by a writer of that time.

The Columbus Enquirer

This paper was established by Mirabeau B. Lamar, in 1828, and the first number was issued during the last week in May. It was a weekly sheet of good size and fair appearance, and its editorial conduct gave ample evidence of the ability which afterward secured for its accomplished founder high positions and an enduring fame. It is chiefly from its columns that we glean most of the facts that make up what we can give of the earlier history of Columbus.

On the 5th of July, the *Enquirer* said: "Our town offers many advantages to the agriculturalist who may locate near it, as well as to the merchant or mechanic, as our market will afford good prices for all kinds of produce, and our river a safe and convenient navigation on which to export the same. Those who may visit this place with a view of purchasing to settle here, will not leave us disappointed. We hear of many strangers who have come to examine the public property before the day of sale arrives."

River Improvement

At that early day this subject engaged the earnest attention of both the State authorities and the new settlers of Columbus. They contemplated not only the improvement of the navigation below the town, but the opening of the river above to regular pole-boat navigation. The latter proposition would seem to us at this time to have been a wild scheme; and yet we find a correspondent asserting on the 9th of August that "the river is navigable for pole-boats 200 miles above the falls; the obstruction to navigation above the town continues for twenty miles, but boats can, in the winter, come within four miles of the town;" and we find in the *Enquirer* of Sept. 13th the official report (dated "Upper Bushy Head Shoal, Chattahoochee, 27th August, 1828,") of "one of the Commissioners of the Chattahoochee Navigation above the Coweta Falls," in which report this Commissioner informs Gov. Forsyth that with the money appro-

priated by the State for improving the navigation of that part of the river, the Commissioners had bought on the eastern shore of Maryland and at Charleston, S. C., "fifteen likely negro fellows and one woman;" that they had constructed "an excellent three decked boat, sixty feet keel, nine feet beam, well constructed for the accommodation of the hands, overseer, and one Commissioner, also for the safety of the tools and provisions and the storing of powder for blasting." The report goes on to state the operations on the upper river, in the section flowing between Coweta and Carroll counties, announcing considerable progress, and expresses hope of the accomplishment of much improvement. Now who shall say that Georgians at that time, and especially frontier Georgians, were not men of enterprise and pluck?

The State Engineer also made a report (published in June) on the practicability of improving the river below the town. He recommended a "wing-dam" about three feet above summer water at Woolfolk's bar, and an excavation of the channel to the desired depth, expressing the opinion that there was not the slightest probability of its re-accumulation; also a wing-dam at Mound Shoal, a little below Woolfolk's bar, and about half a mile above the mouth of Upatoie creek.

Sale of the Lots

The first sale of town lots by the Commissioners commenced on the 10th and closed on July 23, 1828. The attendance was large and the bidding lively. Many tents were erected by persons attending the sale, and the town presented an animated and bustling appearance. The lot that sold highest at that sale was the one on the southwest corner of Broad and Crawford streets, afterwards known as the Columbus Hotel lot. It was bought by Messrs. Nicholas Howard (of Greensboro) and Peter Dudley, who immediately erected the "Columbus Hotel" on the lot.

The number of half-acre lots in the plan of the town was 632, of which 488 were sold, leaving 144 to be disposed of at some future period. There were also sold 25 gardening lots of 10 acres each, and 20 of 20 acres, besides a number of larger lots outside of the limits of the town. The total proceeds of this sale were \$130,991, one-fifth of which was required in cash. The highest price given was for the lot above mentioned, \$1,855. Many lots were bought with a view to immediate settlement, and many others by speculators with a view to an advance.

Many Buildings Erected

After the sale of the lots, improvements commenced and buildings went up rapidly. On the 28th of November the *Enquirer* said: "Notwithstanding the great disadvantages which builders have labored under in procuring lumber, we can safely say that no place has improved more rapidly than the town of Columbus. Each holder of a lot or lots seems intent on improving his property immediately, and there are now either completed or nearly so, on the half-acre lots, nearly a hundred good frame buildings. Our mills are now in better order for supplying lumber than they have ever been before. But one three-story framed house has yet been erected, and but two brick buildings commenced in the town. We should be pleased to see more of this description of building carried on."

About the time the *Enquirer* stated that the population numbered 700 to 1,000 souls, and felt grateful that the health was so good, saying that there had not been more than a half dozen cases of fever during the whole summer, and but four deaths—three whites and one black.

The First Burial

The first person buried in the cemetery was a young man by the name of Thomas—a son of Edward Lloyd Thomas, the gentleman mentioned as the surveyor. He was buried on the hill before the location was fully determined upon, but when determined it included the grave of young Thomas. He was buried in March of 1828.

Independence Day Celebrated

The 4th of July was celebrated in a spirited and patriotic manner for a frontier settlement. Col. Ulysses Lewis was the reader of the declaration, and James Van Ness the orator. A theater was "erected" for the purpose and opened for a short engagement as early as July of this year, and we find we suppose the Columbus theatergoers of that day were hardly so critical or discriminating as those of the present time, and there was some difference between the rough unsuitable hall in which the performance was given and Springer's Opera House with its fine scenery and luxurious furnishing.

A Little Turning Lathe

The first manufacturing establishment that was built here was a turning lathe, erected on the little branch north of the city, just below where the North and South Railroad now crosses that branch. Nobody thought

in 1928, when that little turning lathe was started, that Columbus would ever be the manufacturing place it is now, even; much less did they entertain the hope that it would ever win the appellation, "Lowell of the South."

The First Steamboat

The first steamboat that came to Columbus was in March, 1828. After she had been here a week or ten days, making some repairs, the Captain arranged for a pleasure excursion down the river as far as Woolfolk's Mound, the next Sunday. Nearly every body went, and a good number of them had to walk back to town on account, as the captain alleged, of not being able to raise sufficient steam for the boat to make headway against the river current. The next morning about daybreak the signal gun of the boat was heard, giving notice of her return.

No Churches the First Year

There were no churches here during this year. There would occasionally be preaching by some missionary to the frontier heathen, or by some traveling minister. Columbus was a pretty "hard" place for a year or two. There was not much execution of law or government of any kind. Every body had to look out for themselves. This being the case, we are not surprised to find the files of the *Enquirer* for those years abounding with reports of duels, impromptu fights, and duelling correspondence.

Broad Streets

The following, in regard to the streets and scenery of Columbus, from the *Enquirer* of August 9th, 1828, will still be of interest. The streets remain as originally laid out, but the "romantic walks" and gushing springs are among the things that were:

"The streets running parallel with the river are nine in number, and are all 132 feet wide, except Broad, which is 164 feet wide. This street is one and a half miles long, and is a perfect level the whole distance, except one depression. The cross streets are thirteen in number and are each 99 feet wide. From the width of the streets an elegant and airy appearance is given to the town. There is a wide expanse left between the town and the river for a promenade, which, after it shall have been properly prepared, will form one of the handsomest and most romantic walks in the State. All along the bank of the river opposite the town, fine, pure water gushes out, which affords not only

(Continued on Page 26.)

The Columbus of Ante-bellum Days—Glimpses of Life in the New, Growing, Colorful Town

(Cullings from "Martin's History of Columbus")

ON December 22nd, 1830, the steamer *Georgian*, a new boat built at Pittsburgh for a company of gentlemen of Columbus, arrived in fifteen days from Pittsburgh. There was great rejoicing over the arrival of the *Georgian*, not only because she was owned by a Columbus company, but because she was intended to inaugurate competition in boating. A large crowd met her at the wharf, and hailed her arrival by a salute from a cannon, etc. She had on her own decks over 1,000 barrels of freight, and towed the barge *Mary Jones* with 700 barrels.

* * *

Indians and Smallpox (1831)—

This was a hard year with the Indians across the river, and increased vigilance to prevent them committing depredations was found to be necessary. They suffered greatly for the want of food—which was ascribed in part to the failure of their corn crops and in part to the scarcity of game, and they were terribly afflicted with the smallpox. They were constantly begging at every house, and subsisted in great part on roots and the bark of trees. During this year Dr. DeGrafenreid visited the Nation, and on his return advised general vaccination as a preventive of smallpox in Columbus. There were one or two cases in the town, and alarm on the subject extended to the surrounding country.

* * *

Indian Troubles Increase (1835)—

During this year the troubles with the Indians increased, and the outrages committed by them kept the whites constantly in a state of excitement and alarm. The Indians had, by a treaty with the Federal Government in 1832, bound themselves to remove from the Alabama territory, opposite Columbus, to their new homes west of the Mississippi, within five years. But there was a large party (possibly a majority) opposed to the treaty at the time, and as the period allowed by it for their remaining in Alabama drew near its close, they became sullen and refractory, and committed many outrages both upon the whites and upon those of their own race who favored the treaty and its execution.

* * *

A Stampede to Columbus (1836)—

When the Indians commenced their indiscriminate murder and slaughter of the citizens of Alabama, there was a perfect stampede of the citizens for thirty to forty miles out in that State and some very distressing and exciting scenes. Some neighborhoods hearing of the depredations of the Indians, would unite together and take such as they could of their most valuable effects and start for Columbus. Some of these parties would be attacked on the road, and some of them killed; mothers, and children scattered and separated, not knowing who was killed or where they were for days in some cases; and for one day and night, the bridge at Columbus was crowded with the refugees from Alabama, coming in all sorts of style; some in wagons, some on horseback, some on foot—mothers calling for their

children, husbands for their wives, and no response to their cries. They were met and cared for by the citizens of Columbus and every assistance rendered that could be under the circumstances.

* * *

A Bank Organized (1829)—

The Bank of Columbus was organized this year.

* * *

A Columbian Lodge Service (1830)—

The anniversary of St. John the Baptist was celebrated by the Columbian Lodge of Columbus. The address was delivered by Rev. Barkley Martin. H. R. Taylor was secretary of this Lodge.

* * *

A Sporty Town! (1834)—

A three days' cock fight commenced on the 1st of July.

* * *

Fisheries Imply Fish (1839)—

Six fisheries on the Georgia side of the river were rented, on the 6th of September, for \$973; and on the 26th of the same month, three on the Alabama side were rented for \$147—all for the term of three years.

* * *

Six Steamers in Service (1834)—

On the 8th of March the *Enquirer* said:

"We now have six boats plying between this place and Apalachicola. They were all built in Ohio and brought round by way of New Orleans. The first attempt to construct a boat in our section has been made within a few months. We understand a substantial light draft boat has recently been launched at Fort Gains by our enterprising fellow citizen, Captain Guyard. She is called the 'Native Georgian,' having been built of Georgia timber by Georgia mechanics. We hope this laudable undertaking of Captain G. will be liberally rewarded by a full share of public patronage."

* * *

The Bishop Andrew Case (1844)—

The Methodist Church in Columbus passed strong resolution condemning the action of the General Conference regarding Bishop Andrew, and favoring a division of the church. The committee were Dr. A. H. Flewellen, J. M. Chambers, Seaborn Jones, Van Leonard and Geo. F. Foster. Dr. L. Pierce was present and favored the action. Daniel Curry, the pastor, and an opponent of slavery, left in consequence.

* * *

Methodist General Conference (1854)—

The Methodist Episcopal General Conference held its session in Columbus in May. At this meeting Drs. George F. Pierce, H. H. Kavanaugh and J. Early were elected Bishops, and the Book Concern located at Nashville.

* * *

A "Malicious Villain's" Act (1830)—

In April some "malicious villain" entered the *Enquirer* office at night and pied the forms and cases.

* * *

An Indian Buys Girard (1832)—

Later in the year (June 22nd) the *Enquirer* announced the sale of these two acres and other land on the Girard side, as follows:

Great Purchase—By the treaty concluded at Washington with the Creek Indians, a reserve of one mile square, situated immediately opposite the town of Columbus, and bounded by the Western bank of the Chattahoochee, was granted in fee simple to Benjamin Marshall, a half breed Indian. This reserve from its location on the Chattahoochee at the head of steamboat navigation, and its contiguity to Columbus, has been supposed to possess many advantages, and to be very valuable. It was purchased of the grantee on the 19th inst., by Col. Daniel McDougal, of Harris, and Dr. Robert Collins, of Macon, for the sum of thirty-five thousand dollars. The lines marking the reserve have not yet been run, but it is supposed will extend from the upper limit of this town to some distance below the center. The bridge now constructing across the Chattahoochee river will rest on this reserve, and possibly the ferry owned by the corporation of Columbus may land within its limits.

We learn from one of the owners that this property has been purchased with a view of establishing a town on the opposite bank of the river, and with the design of enjoying the advantages and facilities afforded by the falls for milling and manufacturing purposes, and those presented by the erection of a bridge.

* * *

The Story of Warren Street (1837)—

Messrs. H. S. Smith, John Warren and G. E. Thomas announced to Council in April, that they had opened a "diagonal street from Broad to Oglethorpe," christening it "Warren Street," and asked Council to accept and keep it open permanently. This is the short street commonly called "Triangle," and sometimes disrespectfully dubbed "Dog Alley."

* * *

A Dinner to General Lamar (1837)—

Gen. M. B. Lamar, then Vice President of Texas, visited Columbus in June and July, was complimented with a public dinner on the 4th of July, and made a very fine and eloquent speech. He was received with much enthusiasm.

* * *

Another Visit from General Lamar (1842)—

Gen. Mirabeau B. Lamar, ex-President of Texas, arrived in Columbus on the 12th, and took lodgings at the Oglethorpe House. He was tendered a public dinner.

* * *

Henry Clay's Visit to Columbus (1844)—

On Monday, March 11th, Henry Clay, the Whig candidate for President of the United States, visited Columbus. He came in a stage-coach from Montgomery. When near here he was welcomed by Major W. B. Harris, and the Russell County Clay Club escorted him to the city bridge. Major James Holland was Marshal. An immense multitude with Col. A. K. Ayer, met him. Mr. Clay was put in a carriage drawn by six cream horses, and amid shouts of welcome was carried to the old Oglethorpe Hotel. He was escorted to a platform in front, where he was wel-

comed in a long speech by Col. Hines Holt, to which he eloquently replied. Thousands present. In the afternoon Mr. Clay received his friends. A daughter of the late Dr. A. L. Acee, of Talbot County, then not thirteen years of age, presented him with a beautiful and highly finished lance. Mr. Clay remained in Columbus two days and then went on his way to Washington.

* * *

Ex-President Fillmore Comes (1854)—

Ex-President Fillmore and Hon. John P. Kennedy, his Secretary of the Navy, visited Columbus in April, and received a cordial reception with the hospitalities of the city. The bill of expense was \$1,007.10, of which \$728.10 was paid by Council, the balance by the sale of tickets to a soiree.

* * *

And Ex-President Polk (1849)—

Ex-President James K. Polk reached Columbus on March 15th. A large crowd accompanied him from General Lowe's residence, in Harris County. He was conveyed into the city in a carriage drawn by four horses, preceded by a band of music. His wife and nieces followed in a carriage drawn by four gray horses. At the Court House he was welcomed by Colonel Seaborn Jones, to which he briefly replied. Afterwards he was escorted to the residence of Judge Colquitt. Colonel Mangham, the proprietor, gave a big dinner at the Oglethorpe House with toasts and speeches. The ladies gave a supper in Council Chamber to Mrs. Polk and her nieces. Rain kept many away.

* * *

There Were Floods in Those Days (1829)—

There was a great rise of the Chattahoochee in February of this year. Back lots (in the lower portions heretofore mentioned) were inundated and the house of the editor of the *Enquirer* was submerged almost to its windows.

* * *

An Enterprising Incendiary (1834)—

In November the *Enquirer* office was set on fire by an incendiary, and narrowly escaped destruction.

* * *

Bank of Columbus Chartered (1856)—

A charter for the Bank of Columbus was passed by the Legislature early this year, and the bank was organized in April by the election of William H. Young as president, and John McGough, J. T. Hudson, Wm. Rankin, Wm. H. Young, J. Ennis, R. M. Gunby, S. J. Hatcher, J. P. Ilges and J. N. Barnett as directors.

* * *

Columbus' Great Water Power (1838)—

An effort was made this year, through the press, to induce capitalists to utilize the vast water power of the Chattahoochee in the manufacture of cotton. A writer signing himself "A friend to Manufacturers," and who stated that he had seen some stupendous manufactories at the North propelled by water, declared that he had never seen such advantages for this purpose as were to be found in Columbus and within one mile of it. He said:

"I see a great source of wealth looming up to the people of this section,

both in the corporate limits and above the city. I was actually astounded in viewing the splendid estate of Mr. James C. Cook, extending one mile on the meandering river, and within that distance it has been actually surveyed by a competent engineer, and that it has a fall of one hundred and seventy-five feet, by aqueducts which appear to have been forced through solid granite by some mighty convulsion of nature, a splendid location for factories could be selected. It would well compensate any one to go and behold what nature has done, and what art and the superior genius of man permits to lie idle and waste, except the piscatory pleasures which its hospitable owner occasionally derives in drawing from its pure waters the numerous family of the finny tribe, from the bream, trout and shad to the sturdy rock."

* * *

Hoped for 25,000 Inhabitants (1838)—

The *Enquirer*, on the 30th of August, made a strong appeal on this subject. It predicted that by engaging in this enterprise Columbus could in ten years be what Lowell then was; that instead of 5,000 she would number her 25,000 inhabitants, supplying the entire South and West with her manufactured goods. Bright dreams of the past! How fervently we wish that the splendid cotton mills which we now have may accelerate a movement which has up to this time fallen short of realizing this prediction, but which the success of the manufacturing establishments now in existence proves to have been reasonable and sagacious.

* * *

The Famed Harrison Freshet (1841)—

On the 11th of March of this year the city sustained a great pecuniary loss in the destruction of the bridge by what was termed the "Harrison Freshet." The *Enquirer* of the 17th of that month, gives but a short account of this disaster. It says that on Tuesday evening of the week previous, rain commenced descending and continued to fall in torrents for forty-eight hours, with slight intermissions. The city looked like it was built on a lake. On Wednesday the Chattahoochee began to rise rapidly. The falls and rapids disappeared, and the turbid waters swept on their course. Whole trunks of trees with their roots entire were borne on the current. It had already risen within a few feet "of our noble bridge" when a portion of the no less costly bridge at the factory, a few miles above, was seen descending the stream. It was caught, as it swung around in an eddy, by citizens, and anchored to tree. The weather-boarding was knocked off the city bridge to save it. The river continued to rise Wednesday night and Thursday at day-break one end of the structure floated off the pier and dropped down the river, and "never was there a more majestic sight than the departure of that noble bridge on its remarkable voyage." Several parties walked across it a short time before it was gone. The river was then flowing over the flooring. The stage had just reached the Girard side—having passed over—when the bridge floated off. Its course, after leaving the piers, was uninterrupted until it reached Woolfolk's plantation, eight miles below, where it took up new moorings in the center of a large cotton field, on which the river had never before been known to encroach. It was caught and made fast by Col. Woolfolk and his hands.

* * *

The Eagle Buys Howard Factory (1860)—

The *Enquirer* of the 10th of April announced that the Eagle Manufacturing Company had purchased the Howard Factory, and would run both establishments. It added: "We understand that these united Factories run 10,000 cotton and 1,300 woolen spindles; that they have 282 looms weaving cotton and woolen goods; that they consume nine bales of cotton and 1,000 pounds of wool per day, and employ 500 hands, at an expense of \$240 per day for their labor. The capital employed is \$375,000."

* * *

Muscogee Tax Values in 1860—

The tax returns of the county, made this year, showed 981 polls, number of slaves 6,164, free negroes 37, number of acres of land—first quality 1,983, second quality, 2,568, third quality 27,926, pine land 176,883, value of land \$1,800,474, value of city property \$2,415,625, value of slaves \$4,203,350, amount of money and solvent debts \$3,076,128, amount of merchandise \$1,078,350, amount of shipping or tonnage

A Railroad Jubilee (1853)—

A great railroad jubilee, to celebrate the completion of the railroad line to Macon, was held in the city on the 20th of May. Among other interesting incidents, the Mayor produced some water from the Atlantic ocean and mingled it with the water of the Chattahoochee, in typical union.

* * *

A City Census of 1854—

Richard Jones, who had been appointed by Council to take the city census, reported in August: Number of heads of families in city, 820; dwellings, 526; stores, 151; number of females (white), 2,232; number of white males under 21 years of age, 1,127; white males 21 years and over, 1,176; free negroes, 64; slaves, 2,541; total, 7,140.

* * *

A Great Religious Revival (1858)—

A great revival of religion was experienced in Columbus in May and June. On the last Sunday in May about sixty new converts joined the M. E. Church, and a number joined the other churches of the city. On the first Sunday in June about seventy joined the Presbyterian Church. The estimate up to that time was that 170 had joined the Methodist Church, 70 the Presbyterian, 60 the Baptist, and 26 the Episcopalian. Many more accessions were afterwards made to each of these churches, making the whole number of converts during the revival over 500.

* * *

Railroad to LaGrange Proposed (1859)

The proposition for building a railroad from Columbus to LaGrange, via Hamilton, was also engaging attention this year. Meetings were held, delegates appointed to railroad conventions, etc., but no progress was made in building the road.

* * *

City Census of 1860—

Messrs. J. A. Bradford, M. Barschall and S. R. Andrews, assessors of real estate in the city, reported in February that they had taken the census of Columbus, and gave the following statistics: White males, 2,381; white females, 2,394—total whites, 4,775 colored males 1,013, colored females 1,328—total colored 2,341; total population 7,116. Value of real estate, \$2,966,200. This enumeration included only the city proper, within the incorporated limits.

* * *

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* * *

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\$17,920, all other capital invested in stock of any kind \$548,115, value of household and kitchen furniture over \$300—\$139,200, value of other property not before enumerated \$407,796—total \$13,687,486. This being the year immediately preceding the war, these statistics are interesting for comparison.

* * *

\$47,500 Stolen From a Bank (1860)—

A great bank robbery, discovered on the 10th of April, created no little astonishment and interest. It was found that about \$45,500 had been stolen from the agency in Columbus of the Marine Bank of Savannah, of which Mr. L. G. Bowers was agent. Mr. Bowers offered a reward of \$7,500 for the recovery of the money and the detection of the thief. Early on the morning of the 12th of April, a package containing \$30,000 of the money was found on a little bridge in the outskirts of the city, near the Orphan Asylum; and later in the day \$13,000 more of it was found secreted under the steps of a house in the same neighborhood.

* * *

Columbus Celebrates Secession (1861)—

The Georgia State Convention passed the ordinance of Secession on the 19th of January, and on the night of the 21st Columbus was brilliantly illuminated in honor of the event. Cannons were fired, a great torchlight procession, with transparencies and banners, paraded the streets; the Military Companies of the city then organized—viz: the Columbus Guards, Georgia Grays, Muscogee Mounted Rangers, and Company D of the Southern Guard, also Fire Company No. 5, which had assumed a military character, participated in uniform. The illumination was general and the whole display was a very imposing and inspiring one.

* * *

Heavy Cotton Receipts (1844)—

This was a year of heavy cotton receipts, and apparently of a commercial business correspondingly large. The receipts of cotton were 74,721 bales up to the 17th of April, which is the latest statement we can find. This was about seven thousand bales more than had been received to the corresponding date in 1843. Prices were pretty good in the winter and spring, being 9 to 9½c in January and February, 5½ to 9c in March, and 4½ to 7c in April. But they continued to decline, until in October the quotations were 3½ to 5 cents, in November 4½ to 4¾c, and in December 3 to 4¾c. The receipts from the 1st of September to the 25th of December this year were 40,024 bales.

* * *

Cotton Four to Five Cents (1848)—

The receipts of cotton up to the 27th of May amounted to 56,769 bales. We cannot find any report for the balance of the commercial year. The quotation at that time was 4½ to 5¾c.

* * *

A Hundred Thousand Bales (1856)—

The receipts of cotton this year were very large, being 100,104 bales up to the close of the year, 1st September. Prices—in January, 8@8½c; in March, 8½@9½c; in September, 10½@11c; in December, 10½@11½c.

* * *

Population 4,880 in 1845—

The county census takers reported in December that they had taken the census of the city of Columbus separately, and made the following return:

73d District—Free white persons, 1,963; slaves, 1,230; free persons of color, 25. Total 3,218.

668th District—Free white persons,

1,096; slaves, 521; free persons of color, 31. Total, 1,648.

Aggregate population, 4,886; aggregate number of families, 597.

The total population of Muscogee County was 16,343.

* * *

Population in 1871—

The population of Columbus, according to the United States census taken this year, was—free 3,884, slaves 2,258—total 5,942. The whole population of Muscogee county was 18,623, of which 10,447 were whites, and 8,176 slaves. The amount of capital then invested in manufactures was \$841,517, of which there was invested in the manufacture of cotton and wool, \$493,000.

* * *

St. Paul Church Dedicated (1859)—

The Second Methodist Church in Columbus (now called St. Paul's) was dedicated on the 9th of October. Rev. Dr. Lovick Pierce preached the sermon for the occasion, and was assisted in the exercises by Rev. Alfred Mann. Dr. Pierce was the first pastor.

* * *

A Lyceum Organized in 1839—

The Columbus Lyceum was organized in March—Thos. Hoxey, President. Several very interesting lectures were delivered by members during the year, and it proved to be one of the most valuable societies the City ever had, by furnishing entertainment and instruction to the people.

* * *

A Disastrous Flood in 1852—

An extraordinary and disastrous flood in the river occurred on the 25th of November. During hard rains the river rose thirty feet, and "a section of the east wall of the reservoir extending from the Eagle Factory to the Palace Mills and Variety Works, gave way under the pressure of water, and carried with it the flume of the Palace Mills and the bridge which connected the Variety Works with the shore." Fifteen men and a boy were in the Works at the time, and these were cut off from the main land by a current which no boat could cross. The river was still rising at the rate of three feet an hour. After a number of unsuccessful efforts, communication was established by means of a light cord and weight at first, and then by ropes passed, connecting the second story of the Variety Works with a pile of rock on shore. A basket was made to slide upon the ropes, drawn by cords, and in this frail conveyance the people in the Variety Works were taken from their perilous position to the land. Mayor J. L. Morton fell from a rock into the river, swam thence to another rock, where he had to remain until communication was in like manner established with him and he was rescued. The damage done to all the factory business was very great. The machinery in the Variety Works, the Palace Mills, and all the factories except the Coweta, which stood at the dam (now known as the old upper dam) was stopped. Four or five hundred operatives and their families were temporarily thrown out of employment.

* * *

Building & Loan Association Organized (1854)—

The Columbus Building Loan Association organized this year, by the election of Wm. C. Gray, President; Sterling F. Grimes, Treasurer; Jordan I. Howell, Secretary; and J. C. Ruse, R. Daggers, James Vernon, M. Barrin—(Continued on Page 23.)

Glimpses of Industry in Columbus Before the War

(From "Martin's History of Columbus")

1834

THE "Columbus Merchant Mills" were completed this year, three miles above Columbus, and were run by James Shivers & Co.

* * *

1838

The "Columbus Cotton Factory" was in active operation this year, spinning cotton yarns and carding wool.

* * *

1847

The Howard Manufacturing Company was organized for the purpose of building a cotton factory—building to be 125x48 feet, five stories high, and run 5,000 spindles. Directors—Van Leonard, J. C. Cook, E. T. Taylor, Harvey Hall and J. I. Ridgway. President, Van Leonard; Superintendent, Jonathan Bridges. The corner stone was laid on Aug. 28th. There were two factories in active operation in Columbus at that time—the Coweta and the Columbus.

* * *

1849

The "Columbus Factory" Company was incorporated this year, the location of the factory to be three or four miles above Columbus, on the river. The leading corporators were Charles D. Stewart, J. Fontaine, J. R. Clapp, Henry D. Meigs and George Stewart.

* * *

1849

Col. Winter's flouring mills were completed and commenced grinding this year, and a contract was made for the building of Temperance Hall. The corner stone of the latter was laid on the 22nd of December. The Masons, Odd Fellows, Sons of Temperance and Cadets took part. Prayer was offered by Rev. J. E. Dawson, of the Baptist Church. Judge G. E. Thomas delivered the address, and Rev. Dr. Carns, of the Episcopal Church, made the

closing prayer. James Kivlin was chief marshal of the day. Capt. P. T. Schley conducted the laying of the stone according to the rites and customs of the Masonic fraternity.

* * *

1849

The Rock Island Mill, a short distance above the city, on the river, commenced making paper this year.

* * *

1850

The Rock Island Paper Mills commenced supplying the city press with newspaper about the first of this year.

* * *

1481

The contract for the sale of the water lots, heretofore uniformly agreed upon, was consummated on the 22nd of December, 1841, between the Mayor and Aldermen of the one part and John H. Howard and Josephus Echols of the other part. The river front, west of Bay street, from Franklin street on the north to Crawford street on the south, was laid off by John Bethune, surveyor, in 37 water lots, each lot 72 feet wide. Every alternate lot, being the even numbers from 2 to 36 inclusive, were conveyed in fee simple to Messrs. Howard and Echols, in consideration of the sum of one hundred dollars cash, and on the condition that they should construct a dam across the river and a safe and well constructed canal or race, so as to allow a sufficient head at low water along all the lots, and to keep the dam and race forever in good repair—the dam and race to be commenced within one year from the 30th day of June, 1841 (the date of the bond made by Messrs. Howard and Echols), to be made available for machinery on lot No. 1 within twenty-seven months, and be completed within five years.

1845

We learn from a memorial presented to Council by Messrs. John H. Howard and Josephus Echols, that their company's cotton factory had in operation this year about 1,100 spindles and 20 looms. They also reported that their upper canal, when completed, would supply water enough to propel 200,000 spindles. They asked a release from their obligation to construct the lower canal within a specified time and for absolute deeds to the later lots, which would enable them to effect sales of a portion of them and thus extend the manufacturing business of the city. Council adopted a resolution agreeing to the requests contained in the memorial.

This action of Council appears to have met with opposition from the citizens. At a called meeting of Council on the 21st of April, the clerk was directed to publish a hand bill calling a meeting of citizens to consider the memorial of Messrs. Howard and Echols, on the following Friday evening; and at its regular meeting on the 26th of April, Council passed a resolution declaring that its former action was not intended to release Messrs. Howard and Echols from or modify any of the reservations of the city in the original contract, in regard to the fisheries, the right to take gravel, and the keeping of the dam and upper race in good repair forever.

In this connection the *Enquirer* states: "Col. Farrish Carter, of Scottsboro, and Dr. Baird, of Alabama, have purchased large interests in factories here. They now have 1,200 spindles at work; very soon they will have 3,500. They will proceed to erect additional buildings, and in twelve months will have from 10,000 to 15,000 spindles in operation.

* * *

1845

The *Enquirer* of December reported, "the manufacturing excitement is largely on the increase. Messrs. Howard, Bridges, Carter, Baird and Jeter are pushing their improvements ahead. Messrs. Van Leonard and others are also erecting a factory a mile or two above our city. Messrs. Clapp, Chandler and Stewart are successfully and most profitably employed in manufacturing several descriptions of cotton goods. We have heard of other companies formed or to be formed."

* * *

1852

A "Citizen Merchant," writing in June, claimed that the Eagle Manufacturing Company were then making osnabergs "superior to any in the world, being heavier and made out of better cotton;" also that the goods of this company were sold quite as low, and in some cases lower, than the same qualities of goods were sold in New York.

Columbus of Ante-bellum Days

(Continued from Page 22.)

ger, Wm. Daniel and E. Greenwood, Directors.

* * *

Provision Prices in 1837—

Provisions were high this year, chiefly because of scant grain crops in the West. The quotations in Columbus on the 30th of May were as follows: Bacon, 15c. for clear sides; corn, \$1.20@ \$1.25; flour, \$7.50@\$12 per barrel.

* * *

Fisheries Rented (1848)—

Council rented the Columbus fisheries to M. N. Clark for the years 1849, 1850 and 1851, and by him they were let to N. P. Foster.

* * *

Tax Values in 1832—

The appraisers appointed by Council reported the valuation of real estate \$1,516,970, showing a small but steady increase for several years. The city debt at that time amounted to \$3,200, besides some unpaid railroad subscriptions. The receipts from all sources were about \$27,500, and the expenses, with Muscogee Railroad interest, about \$24,000.

Buy Stock in Gas Company (1853)— Council in September subscribed \$10,000 to the stock of the Gas Company, payable in bonds. The bonds were made payable in 25 years, bearing 7 per cent. interest.

* * *

To the Aid of Charleston (1838)—

On the 17th of May the City Council voted a donation of \$2,000 in aid of the citizens of Charleston, S. C. which city had been afflicted by a very destructive fire. The Columbus Guards also contributed \$100, and the citizens several hundred dollars more.

* * *

Searching for Gold (1838)—

Dr. S. M. Ingersoll obtained from Council the privilege of washing the loose sands of the Chattahoochee for gold; but the locality being so far from the gold region, no remunerative results are reported.

Mail a copy of the Centennial Number of the Industrial Index to your friends.

IT has been the privilege of this advertising agency to prepare the newspaper campaign which has preceded the

COLUMBUS CENTENNIAL CELEBRATION

Our work in this connection has impressed upon us, more than ever, the definite advantages possessed by "The South's Oldest Industrial City."

That we may be called on often, in the months ahead, to work with Columbus manufacturers on their advertising and sales problems is the sincere hope of

GOTTSCHALDT-HUMPHREY
INCORPORATED

Advertising

PALMER BUILDING, ATLANTA

The Columbus of Seventy-five Years Ago

(From White's "Historical Collections of Georgia," published in 1854)

MUSCOGEE County was laid out in 1826. Part set off to Harris, Talbot and Marion, in 1827. Part taken from Marion and Harris in 1829. Length, 23 m.; breath, 18 m.; area square miles, 414.

No country is more highly favored with extensive water facilities than Muscogee County. The principal stream is the Chattahoochee, affording to the inhabitants a steamboat navigation to the Gulf of Mexico.

The smaller streams, all of which enter into the Chattahoochee, are Upatoi, West Upatoi, or Randall's, Nocheefaloochee, Bull, Standing Boy, and West End creeks.

The nature of the soil is various, from the richest vegetable mould to the poorest sand.

* * *

Columbus is the seat of justice, situated at the foot of the falls on the east bank of the Chattahoochee River, 128 miles W. S. W. from Milledgeville. It was laid out in 1828, and is the third city in the State. Immediately before the town rugged and large rocks rise over the whole bed of the river, and convert it into a succession of rapids.

There are several fine public buildings in Columbus, among which are the Court House, Odd Fellows' Hall, and Methodist Church.

Many of the private houses are large and beautiful, inclosed by grounds adorned with shrubbery and trees.

There are generally about sixteen steamboats plying between Columbus and the Apalachicola Bay.

There is a handsome bridge over the river, belonging to the corporation, which cost \$40,000, and yields an annual income of \$10,000. No place in the United States possesses greater advantages for manufacturing purposes than Columbus. Captain Basil Hall, of England, during his visit to this town, observed that the value of its water power could not be estimated.

* * *

Columbus has a number of benevolent institutions, among them the Female Asylum, a description of which has been furnished us by a lady:

"In the spring of 1840, a few ladies of the Methodist Church in the city of Columbus, in mutual conference projected an Association, educational and benevolent in its scope. The design of the Society, as its name and title obviously import, was two-fold. The Society was extremely fortunate in the selection of its beneficiaries, but was greatly embarrassed in the educational branch of its operations, by the constant drain upon its limited resources, and diversion of a large share of its funds to cases of physical suffering. These demands were so multiplied, and the cases presented so worthy of relief, that the funds of the Society were mainly appropriated in the way of charitable donations, leaving, after these contributions, but a scanty pittance for educational purposes. This exigency suggested a change in the plan of operations, and upon consultation it was determined to petition the Legislature for a charter, incorporating the Society, under the name and title of 'The Columbus Female Asylum.' The charter was promptly granted, and a neat brick edifice, at the cost of a

thousand dollars, was immediately erected upon a portion of the Commons, generously donated by the City Council. The building was completed in the spring of 1845, and was dedicated to Christian benevolence the 7th of April, by Dr. L. Pierce and Rev. J. E. Evans. Thankful and exultant hearts united on that memorable day, with the ministers of God in prayer for blessings upon the four little orphans and the matron (who nobly gave her services), the first inmates of the Asylum.

The necessary funds, in the outset of the enterprise, were raised by the needle, and an annual collation prepared by the members. This method of supply was so precarious, and the remuneration for work actually done was so insufficient, that it was abandoned in 1848, and annual subscriptions substituted, as more certain and reliable.

"This Christian enterprise was projected by members of the Methodist Church, and by them supported until the year 1848, when, upon invitation, a limited number from the other denominations of the city cheerfully united, and now co-operate in the good work with Christian zeal. The Society has at this period, 1852, twenty children under its care, and from the success of the past, is devoutly thankful to God, and, in looking to the future, is hopeful and confident.

"During the past year the Society received the very liberal donation of five hundred dollars. With this sum two comfortable rooms (much needed) have been added to the building. The donor is unknown."

* * *

Statistics from the Census of 1850.—Dwellings, 1,884; families, 1,981; white males, 5,279, white females, 5,081; free colored males, 29; free colored females, 33. Total free population, 10,422; slaves, 8,156. Deaths, 187. Farms, 581; manufacturing establishments, 30. Value of real estate, \$4,339,582; value of personal estate, \$4,465,400.

The cotton gin manufactory of E. T. Taylor & Co. is situated in Columbus. Capital, \$80,000; hands employed 50, who are generally boarded in a large house belonging to the establishment. Number of gins manufactured every year, 1,000. Machinery capable of manufacturing 1,500 per annum. Principal building, 100 by 48 feet, three stories high, with a wing 30 by 50.

The Columbus Variety Works have two saw-mills, and machinery for manufacturing tubs, buckets, churns, etc.; also a planing machine capable of planing, tonguing, and grooving 7,000 feet of lumber per day. Employs 45 hands. Capital, \$35,000.

Columbus Factory, three miles from Columbus. Capital, \$50,000.

Coweta Falls Factory, situated in Columbus. Capital, \$80,000.

The Howard Manufacturing Company is located in Columbus. Capital, \$85,000.

* * *

The Eagle Mills were erected in 1851. The main building is of brick, 150 by 50 feet, four stories and a basement. Steam is used for all purposes for which heat is required. The machinery is adapted to the manufacture of all the various styles of cotton and woollen fabrics. Capital, \$140,000. Hands employed, 240; consumption of cotton, 1,500 bales per annum; consumption of wool, 100,000 pounds per annum; spermaceti oil used, 1,000 gallons per annum; lard, 500 per annum; cords of wood, per annum, 200; barrels of flour for sizing, 350 per annum. Average pay of females, \$10 per month; average pay of males, \$20 per month.

* * *

Winter's Merchant Mill is eight stories high, and cost \$30,000.

The Rock Island Paper Mill is situated on the Chattahoochee River, 2½ miles above Columbus; partly in Georgia, and partly in Alabama. Capital, \$50,000. The machinery is prepared for making all kinds of writing, printing,

and wrapping paper; capable of manufacturing, 2,500 pounds of paper per day; consuming 3,000 pounds of rags daily.

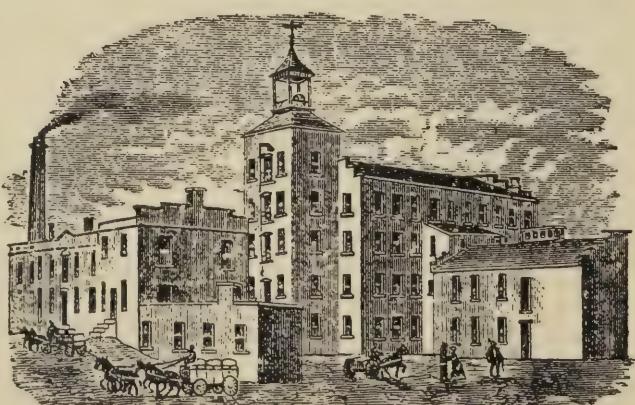
* * *

The name of Muscogee is given to this division of the State to perpetuate the name of a tribe of the Creek nation.

Le Clerc Milfort, a highly educated French gentleman, came to America in 1775, and after making a tour through the New England States, he visited the Creek Nation. At Coweta, two miles below Columbus, he formed the acquaintance of Colonel McGillivray, the great Chief of the Creeks. Pleased with the Colonel, he determined to take up his residence in the nation. In a short time he married McGillivray's sister, was elected Grand Chief of War, and in this capacity conducted many expeditions against Georgia. Much of his time was devoted to the writing of a history of the Creeks, which he afterwards published in France. Mr. Pickett, in his History of Alabama, has extracted from this work the following particulars in relation to the Muscogees:

Hernando Cortez, with some Spanish troops, landed at Vera Cruz in 1519. He fought his way thence to the city of Mexico. At that time the Muscogees then formed a separate republic on the northwest of Mexico. Hitherto invincible in war, they now rallied to the aid of Montezuma, engaging in the defence of that greatest of aboriginal cities. At length Cortez was successful. Montezuma was killed, his government overthrown and thousands of his subjects put to the sword. Having lost many of their own warriors, the Muscogees determined to seek some other land. The whole tribe directed their course eastward until they came to the banks of the Red River, where they laid out a town, and remained there several years. In 1527 they abandoned their town, and after various battles with the Alabamas, settled upon the banks of the Wabash. How long they remained here is not known, but they finally crossed the Ohio and Tennessee, and settled upon the Yazoo. Learning what a fine country was occupied by the Alabamas, they broke up their establishments upon the Yazoo, took possession of the lands upon the Alabama, Coosa, and Tallapoosa, and advanced to the Ocmulgee, Oconee and Ogeechee. Pushing on their conquests, they reduced a warlike tribe called the Uchees, upon the Savannah River. Some time after these conquests, the French established themselves at Mobile, by whose instrumentality a peace was made between the Alabamas and Muscogees. The Alabamas and Tookahatchas became members of the Muscogee confederacy, and in the course of time many other tribes joined them. When the English began to explore their country, and to transport goods in all parts of it, they gave all the inhabitants collectively the name of the Creeks, on account of the many beautiful rivers and streams which flowed through their extensive dominion. This union gave them much influence. In 1786 the whole number amounted to 17,280, of whom 5,860 were fighting men.

THE ORIGINAL MUSCOGEE MILL



Muscogee Mills, Columbus, Ga., as they appeared a few years after the Civil War. The modest beginning of the great plant of the Muscogee Manufacturing Company of today.

Columbus Very Busy Financing and Building Railroads for Twenty Years Before the War

No city was ever more enterprising in its efforts to secure railroads, or more generous in financially assisting railroad projects, than Columbus, Georgia. For the first seventy years of its existence as a municipality its entire bonded indebtedness was in the interest of railroad construction. The first bonds ever issued by the city of Columbus for other than railroad purposes were voted in 1899, for building a steel bridge across the Chattahoochee river at Fourteenth street.

For practically 20 years prior to the Civil War, the city of Columbus was very busy promoting, encouraging and financing railroad projects. It was a period of wonderful enterprise, and with a civic spirit in Columbus nothing short of remarkable.—The following extracts from "Martin's History of Columbus"—the year of each incident being indicated—show how generously and wholeheartedly Columbus assisted in railroad construction.

1838

ON the 15th of January the committee of ways and means were instructed by council to report an ordinance authorizing the issue of city bonds to the amount of \$750,000 to be loaned to the Chattahoochee Railroad and Banking Company of Georgia. The committee reported this ordinance at a meeting of council held on the 20th of January. The plan was for the city to loan these bonds to subscribers to the capital stock of the company, after they had paid 25 per cent. of their subscriptions in cash, or had executed to the city mortgages on their real estate to secure the payment. The city, also, was to subscribe for 2,000 shares in her corporate capacity. This ordinance was passed on the 29th of January. It was reported to council in March that a sufficient amount had not been subscribed to the capital stock of the company—the condition being that three times the amount of the city's bonds should be subscribed before they were to be issued. But we find that a few weeks afterwards the city subscribed her 2,000 shares of stock, giving a mortgage on the bridge to secure her payment of 25 per cent. of the same, and turned over to the Railroad and Banking Company the mortgages on real estate given by individual stockholders.

At a meeting of the stockholders held on the 24th of March, it was reported that 10,255 shares had been subscribed, and 8,465 were represented.

In June the commissioners stated in a letter from New York that they had negotiated \$300,000 of the loan at 7 per cent., and the amount wanted could have been had upon the same terms, but it was deemed advisable to delay a negotiation of the remainder until fall.

* * *

1845

A Million-Dollar Railroad—to Macon or Barnesville?

Council adopted resolutions in October, appointing a committee of citizens to attend a convention in Macon of the stockholders of the Central Railroad, to see what could be done towards procuring an extension of that road from Macon to Columbus, or connecting with it at Barnesville.

The committee went to Macon, and had a conference with the Central Railroad officers. Columbus wanted connection with Macon via Barnesville (the Macon and Western Railroad, then called the Monroe Railroad, was being extended to Atlanta). The Central road, however, wanted a direct line to Columbus. L. O. Reynolds, surveyor of the Central, reported the distance between Barnesville and Columbus seventy-two miles, and between Macon and Columbus little less than one hundred. The

cost of both would be about the same—\$1,000,000. The result was that President R. R. Cuyler and the board advocated the lower line, and looked to a connection with the Montgomery road at Auburn, to which point it had been extended. The board recommended to the stockholders of the Central Railroad; to ask an amendment of the charter to extend the road to Columbus; to authorize a new subscription of \$1,000,000 (one-fourth to be paid on subscribing) for that purpose. If that be not adopted, to incorporate a new company to build a road from the Central Railroad to Columbus by the lower route. If application be made by others for a charter from Barnesville to Columbus, no opposition or unfriendly feeling to be exhibited against it. If both charters be granted, an understanding may be had by which one of the two projects may be carried on and the other abandoned. Subsequently the Legislature incorporated the Muscogee Railroad Company; also, to change the name of the Monroe Railroad to Macon and Western, with power to extend a branch to Columbus.

* * *

1846

The Mobile and Girard—

The initiatory steps towards the building of the Mobile and Girard Railroad were taken this year. The Alabama Legislature chartered a company styled "the Girard Railroad Company," with James and Anderson Abercrombie, Wm. Davis, S. M. Ingorsoll, J. Godwin, W. B. Harris, J. Drummond, W. Burnett, R. S. Hardaway, B. Baker, E. Morrell, J. Allen, W. Luther, T. Kemp, B. S. Mangham, —— Floyd and N. W. Long, as commissioners. Capital not to exceed \$5,000,000, in shares of \$100 each. The road to extend from Girard to intersect or connect with the navigable waters of Mobile Bay, or with the railroad leading from Montgomery to West Point, at the nearest and most suitable point of said road.

Other railroad enterprises in which Columbus was then concerned, were the building of a projected road to Macon or Barnesville, to intersect the Central or Macon and Western, and the construction of a road to Atlanta. John G. Winter was President of the company having the last named project in charge.

* * *

1487

Buy Stock in Muscogee Railroad—

Colonel J. L. Mustian having made a proposition to council to complete twenty miles of the Muscogee Railroad, commencing at Columbus, if the city would give him a bonus of \$20,000, and it being represented that a project was on foot to build a road from the Geor-

gia Western Railroad to West Point, which would materially interfere with the trade of Columbus, council called a meeting of citizens on the 29th of October, to consider the question. This meeting adopted a resolution requesting the council to subscribe for 1,500 shares of the Muscogee Railroad, payable in bonds. At its meeting on the 2nd or November, council adopted an ordinance "to authorize and require the Mayor of the city of Columbus to subscribe in the name and for the benefit of the Mayor and council of the city of Columbus for fifteen hundred shares in the stock of the Muscogee Railroad Company, to authorize the issue of city bonds for \$150,000 in payment of the same, and to provide for the representation of said stock in all meetings and elections which may be held by the stock holders of said company." The ordinance provided that \$15,000 of said bonds should become due and payable each year, commencing on the 1st day of January, 1853, until the whole should be paid by the 1st of January, 1863. At a meeting on the 11th of November, council adopted an amendment to this ordinance, asking the Legislature to grant authority to levy an additional tax sufficient to pay the annual interest on these bonds.

Subsequently, on motion of Alderman Morton, council adopted a resolution appointing a committee to ascertain and report what arrangements could be made, by means of a county subscription, to expedite the building of a railroad connecting the Muscogee Railroad with a railroad at Barnesville.

* * *

1848

Active Co-operation from City—

On the 2nd of February, council, in accordance with an agreement entered into with the officers of the Muscogee Railroad Company (John G. Winter, president,) subscribed for 1,500 shares in the stock of said company, with the following conditions: Council agreeing to pay quarterly to the company \$7,500. If the directors call in stock faster than quarterly the city will issue 7 per cent. bonds to said company, to be taken at par by it; provided, said railroad company put the whole line, from Columbus to Barnesville, on the M. & W. R. R., under contract as soon as practicable, and expend the city money on the west half of said railroad; provided, also, said company receive from citizens, for freight and passage, all the scrip issued by city council—provided the same shall not exceed \$20. Council shall not subdivide the annual tax.

* * *

1853

Surveying Mobile & Girard—

The work of surveying for the track of the Mobile & Girard Railroad was

progressing this year. The *Enquirer* of the 2nd of July reported one hundred and sixty miles of the route then surveyed by Engineer Cooper, accompanied by the President, Maj. R. S. Hardaway; also that subscriptions obtained along the route exceeded the most sanguine anticipations. The grading of the road for a distance of 150 miles from Girard had all been taken. (Not completed yet!) The officers of the company were R. S. Hardaway, President; W. B. Harris, Secretary; Gen. Anderson and James Abercrombie of Russell, John Egerton of New Orleans, Wm. A. Hardaway of Mobile, and R. S. Hardaway of Columbus.

* * *

1851

A \$150,000 Subscription—

At a public meeting held on the 4th of November, the citizens voted authority to the council to subscribe \$150,000 to the stock of the Girard Railroad Company, on the assurance that with this subscription to buy rails, etc., the road would be promptly put into running order as far as Chunnenugee; and on the 5th of November council appointed a committee to confer with the directors of the road and arrange all the details of the subscription. On the 25th of November, the committee reported an agreement with the directors of the road which council unanimously ratified. The council reserved the right to connect with the road by means of a bridge across the river, and to have the trains of the road run across it.

* * *

1853

The Opelika Road—

Charles T. Pollard, president of the Montgomery and West Point Railroad Company, in August, asked a modification of the restrictions imposed by the city in subscription to the stock of the Opelika Branch. He asked the right of way across the river and over the North Commons to a designated depot lot. A committee of council reported against any connection of the road with the Muscogee depot, and against granting a lot for a depot at the place asked, but proposed granting a lot on the North Common north of Oglethorpe and Jackson streets. The committee reported a contract to this effect on the 26th of August, which council adopted. The railroad company was to pay for the lot or right of way by a certificate for 120 shares of stock in the road. Council subsequently reconsidered this action.

* * *

1853

Mobile & Girard Financing—

A question of much interest and controversy during the fall and winter of this year was a second subscription of \$150,000 to the stock of the Girard

Railroad (now called the Mobile & Girard Road.) The question had been submitted to a vote of the people, and decided in favor of the subscription, but its opponents in Council contended that the vote was so small that it could not be regarded as a certain expression of the popular will. They proposed to submit it again to the people at the regular city election in January. The supporters of the subscription insisted that the funds were needed at once to procure iron for about 22 miles of the road bed then about ready, commencing at Girard. A condition of the subscription was that it should be expended on that part of the road between Girard and Union Springs. The ordinance authorizing the subscription was finally adopted in November. The Mayor entered a protest, and many motions to delay or impose conditions were made in council.

1853

Running Trains to Butler—

The cars on the Muscogee Railroad were running this spring to Butler, and the Southwestern Railroad was completed from Macon to Reynolds within ten miles of Butler. This gap was filled up in May, and a continuous railroad communication opened to Savannah.

1854

A Bridge Proposed—

Much correspondence passed this year between the council and the officers of the Montgomery and West Point Railroad Company on the subject of a location within the city of a depot for that road, and the bringing of it into the city by a bridge across the river. Propositions were made and rejected on both sides. In July, a committee of council reported a proposition and an unsigned contract for the location of the depot on the North Common, north of the square between Oglethorpe and Troup streets, the city also granting the right of way and the privilege to build a railroad bridge, but prohibiting a close connection with any other railroad in the city. This contract was approved by council, but the railroad company declined to accept it unless the city would subscribe \$50,000 to the stock of the company.

1854

More Money for Railroad Building—

In October, the Mobile and Girard Railroad Company, through its president, Judge Iverson, again asked the city for an additional subscription of \$150,000 to the capital stock of that company. Council resolved to submit the question to a vote of the people; also, at the same time, the question of subscribing \$50,000 to the stock of the Montgomery and West Point Railroad Company, so as to secure the bringing of that road and its depot into the city. The subscription to the Mobile and Girard road to be in lieu of the subscription of the same amount voted by the Council of 1853. This election was held on the 4th of December, and resulted as follows: For the Opelika Branch Road subscription, 411, no subscription, 24; for the Mobile and Girard Railroad subscription, 397, no subscription, 35. Council adopted ordinances authorizing these subscriptions on the same day.

A large public meeting of citizens, held on the 13th of September, requested council to subscribe \$100,000 to aid in the construction of a branch of the Mobile and Girard Railroad to Eufaula, if joined by a sufficient sub-

scription from Eufaula and along the line of the proposed road. The Intendant of Eufaula replied to the Columbus committee who addressed him on this subject, that the people of Eufaula were intent on a more direct communication with Savannah (only quite recently obtained) and therefore "received with no favor whatever" the Columbus overture. Pretty plain language but no doubt true.

1855

Digging Up the Money—

The question of raising means to pay \$25,000 of bonds issued as subscription to the Muscogee Railroad was a perplexing one this year. The finance committee reported on the 30th of April an ordinance levying a special tax of one-fourth of one per cent. on real estate and one-eighth of one per cent. on slaves; the tax collector to give each tax payer a certificate of stock (divided into whole and half shares) proportionate to the amount of his special tax; which was amended by giving authority to the mayor to sell a sufficient amount of the stock to make the payment. As thus amended, the ordinance was adopted. In June council passed an ordinance authorizing the hypothecation of \$100,000 of the stock owned by the city in the Muscogee Railroad for the loan of \$30,000, for this purpose. On the 25th of June the Finance Committee reported an arrangement with P. J. Semmes, agent of the Bank of the State of Georgia, in accordance with the terms of the ordinance last mentioned; and council ratified the agreement.

1855

Railroad Bridge Completed—

The Opelika Railroad bridge over the river was finished and trains passed over on the 25th of December.

1857

Run Trains to Guerrytown—

The cars on the Mobile and Girard Railroad were this year running to Guerrytown, a distance of thirty-eight miles. Two-thirds of the grading from Guerrytown to Union Springs had been accomplished.

1858

A Railroad Disaster—

A terrible railroad disaster, which greatly agitated the city, occurred on the morning of the 31st of December at the crossing of Randall's creek, about sixteen miles east of Columbus. Heavy rains had fallen, and the creek was very full, washing out some of the foundations of the bridge. The train which left Columbus broke through and

was precipitated into the swollen stream. The passenger car was overturned and borne down stream. There were about forty passengers on the train, and twelve or fourteen of them were killed either by the fall or by drowning. Among those lost were Mr. Bouche and Mr. W. H. Snell, train hands, of Columbus; Henry Miller, engineer, of Columbus; two Misses Guise, of Salem, Ala.; a negro man belonging to R. E. Dixon, another belonging to Mr. Mustian, and another belonging to J. M. Russell. Some of the passengers were carried down stream half a mile. Some, after floating or swimming a distance, caught to trees, where they remained for some time before they could be rescued. The person who first brought the news to Columbus was a negro, who thought that he was the only person saved, and his report greatly alarmed the citizens. On the train was Mr. Pryor's noted race horse, Moidore, who was lost.

1859

Other Railroad Projects—

The friends of the Opelika and Talladega Railroad and the Opelika and Oxford Railroad, respectively, were quite active this year in urging the claims of these two projects. Columbus was interested in both. A meeting of the citizens, called by the Mayor, was held in the council chamber on the 17th of May, at which prominent gentlemen of Tallapoosa and Chambers counties, Alabama, representing the two enterprises, made interesting addresses. The meeting manifested approbation of both schemes, but did not recommend any immediate aid from Columbus, regarding the progress so far made in obtaining subscriptions as not sufficient to justify a subscription by the city.

1860

Bonded Indebtedness—

The report of the treasurer showed that the city was indebted for bonds to the Mobile and Girard Railroad \$300,000, bonds to Opelika Branch Road \$50,000, bonds to City Gas Light Company \$10,000, Muscogee Railroad stock \$1,200, stock for Opelika Railroad Depot \$10,000, and stock for dividends in Gas Light Company \$2,000.

1846

Railroad Prospects—

The *Enquirer* of the 24th of January congratulated the city on the prospect of the construction of the Southwestern Railroad at an early day. It announced the opening of books of subscription at Macon, Columbus, and intermediate places.

1852

A Conditional Subscription—

The first substantial movement towards the building of the Opelika Branch Road, of which we find any mention, was a proposition by the city of Savannah, in May of this year, to loan the credit of that city to the amount of \$100,000 in aid of the enterprise. Curiously, the *Enquirer* regarded it with suspicion—as a move in opposition to the Girard road. This subject was warmly discussed on both sides through the columns of the city press. Several meetings of citizens were held to consider the policy of a city subscription of \$50,000, and finally a poll was opened, when the citizens, on the 12th of June, voted in favor of a conditional subscription. The vote stood—for a subscription, provided other parties subscribe a like amount of \$50,000, and that the road cross the river, 192; for subscription unconditionally, 52; no subscription, 85. The *Times* advocated the road and the subscription.

1855

Voted Against Railroad Amalgamation

The question of the amalgamation of the Muscogee with the Southwestern Railroad was submitted to a vote of the citizens of Columbus (to determine the action of Council in casting the vote at the stockholders' meeting), and they voted against it—9 for to 371 against—on the 5th of October.

1855

City Sells Railroad Stock—

On the 19th of November, Council ratified a contract for the sale of the city's stock in the Muscogee Railroad to Messrs. Richard Patten and John L. Mustian. It amounted to 1800 shares, and was sold for \$151,000—the purchasers assuming the city's liabilities for that amount. There was some opposition to the sale, and P. J. Semmes, Esq., filed a bill of injunction. This injunction was dissolved by the Superior Court; Mr. Semmes appealed, and the Supreme Court affirmed the decision dissolving the injunction. The contest over this question was continued in the next Council.

STATE OF GEORGIA LAYS OUT AND INCORPORATES THE CITY OF COLUMBUS

(Continued from Page 20.)
great convenience, but a great luxury to citizens."

Incidents

In October, Henry C. Dawson took charge of the McIntosh House, and Peter Dudley became sole proprietor of the Columbus Hotel.

A new hotel, called "Muscogee Hall," on the corner of Broad and Crawford streets, was opened in November by Nicholas Howard.

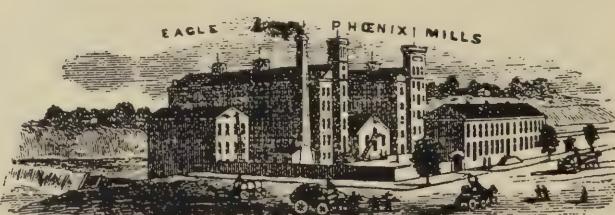
At the Presidential election in November, the Jackson electors received 143 votes, and the Adams electors 17.

The first bale of cotton ever sold in the town was brought in November from Gwinnett county, and bought by Robert Maharrey at 12½c.

On the 29th of November the pole-boat Rob Roy, Love owner, arrived from Apalachicola with a full cargo of groceries for J. Fontaine, Maharrey, Love & Co.

A clever local conundrum which we find the paper is this: "Why is the town of Columbus like modest ladies?" The answer, "Because it is on the reserve."

THE REBUILT EAGLE & PHENIX



Eagle & Phenix Mills, Columbus, Ga., as rebuilt after the Civil War. The original plant was burned by General Wilson when the city was captured by the Federal Army, April 16, 1865.

World's First Ice Factory Was Built at Columbus

(From the Columbus Enquirer-Sun.)

ONE of the interesting industrial distinctions of Columbus is the fact that ice machines were first commercially manufactured in this city, the Columbus Iron Works having been the first company in the world to make this class of machinery. Quite properly this fact is given deserved prominence in the history of Columbus and in the various articles now appearing in the magazines and publications relative to what is characterized as "The South's Oldest Industrial City."

* * *

In this connection Columbus has still another distinction almost equally as interesting and which has been overlooked, at least in recent years, and that is that the first ice factory in the world was located in Columbus. It has been erroneously stated that the first ice machine was operated in Montgomery, Ala., but the fact is now clearly established that Columbus is entitled to this distinction, also. The ice machine at Montgomery was the second one in the world to be installed and operated. Incidentally, it was made in Columbus, Ga.

* * *

On June 4, 1872, the Columbus Ice Manufacturing Company was chartered in Muscogee superior court for a period of 20 years for the purpose indicated in its title. The incorporators were: J. C. Brain, W. L. Salisbury, John King, J. I. Griffin, J. W. Byan, Jas. Rankin, W. R. Brown, C. A. Klink, G. L. McGough and Van Marcus. The company organized by electing Major W. L. Salisbury, president; C. A. Redd, secretary, and treasurer, and Geo. J. Golden, superintendent.

* * *

The Columbus Ice Manufacturing Company erected in 1872 the first commercial ice plant in the world. The building was located on the south side of Dillingham street near the end of Dillingham street bridge, just north of where the present agricultural implement building of the Columbus Iron Works Company stands. The manufacture of ice was promptly begun and was continued actively and the company did a good business. The blocks of ice made at this, the world's first artificial ice factory, were three inches thick, twelve inches wide and twenty-four inches long. Among the clerks in the ice house in vacation time was T. E. Golden, veteran Columbus manufacturer, then a boy of twelve to fourteen years of age, and he remembers vividly those long-gone scenes and incidents, in-

cluding the exact size of the ice blocks turned out. Other Columbus citizens in the senior division recall perfectly this manufacturing enterprise and the unusual interest it created.

The Columbus press was enterprising in those days, as it is now, and kept an alert eye on the new factory, making various notices of the plant from time to time. On September 13, 1872, the Columbus *Sun* said under the heading of "Ice Manufactory": "The machine is all right. Some materials for freezing water are daily expected; when received operations will commence." The *Sun* in its issue of September 27, 1872, reported the election of officers by the Columbus Ice Manufacturing Company and added that on the previous day the new factory had, during a seven-hour run, made 53 cakes of ice, weighing 25 pounds each, a total of 1,325 pounds.

* * *

Previous to that time Columbus had relied on New England for its ice supply, such as it was—lake ice, shipped from Boston. From time to time there were ice famines due to the failure of the ship to get through in time. There was such a famine in Columbus a few days before the new ice factory started up. The *Sun* stated that a cargo of ice was expected to reach Savannah that day, and a supply would be in Columbus by the following day.

Hogan's ice house had been the ice dispenser for the town. The price was five cents a pound, but it was cut to three cents a pound. Then the Columbus ice factory started up, selling ice at 1½ cents per pound, nad the lake ice industry was doomed, so far as this community was concerned.

* * *

That section of Columbus south of Dillingham street lying up and down the river for a distance of two or three blocks has always been a scene of manufacturing enterprise and initiative and it will be interesting to go back to the early beginnings, as the same men who were in the forefront of the foundry and machine shop enterprises there were prominently identified with the manufacture of the first ice machines and with the erection of the first ice factory.

In the middle fifties of the past century there were two iron working establishments located on and about the present site of the Columbus Iron Works Company. One of these was the Columbus Iron Works, which was established in 1854 by W. Riley Brown

and associates, and the other was the iron works operated by Stanford & Golden, the firm being composed of Thomas W. Stanford and Geo. J. Golden. When the war between the states began in 1861 the manufacturing resources of the South, especially the iron working plants, were turned over to the production of war supplies. The Confederate Government took charge of the Columbus Iron Works and the Stanford & Golden plants, consolidating these activities and what was known as the Naval Iron Works was established, its facilities being exclusively at the disposal of the government. Major Warner, father of the late Chas. A. Warner, was commandant in charge, and Sam J. Whiteside was superintendent.

* * *

In April, 1865, when General Wilson captured Columbus the Naval Iron Works was seized by the United States government and was burned. The property was confiscated, as was all property which had been engaged in the manufacture of military supplies. Subsequently this property was sold by the United States government and was bought in by a new company, retaining the name Columbus Iron Works and operating under the charter granted to that company in 1854. Among the incorporators were: W. Riley Brown, Isaac I. Moses, Geo. J. Golden, Commodore Robt. Stockton, Davy Adams, and others.

This company elected officers as follows: W. Riley Brown, president; Robt. Stockton, secretary and treasurer and Geo. J. Golden superintendent. Subsequently Commodore Stockton, resigned and J. M. Denson was elected secretary and treasurer of the company.

This was in 1865. We are now approaching the period when ice machines were first commercially manufactured and when the first ice factory was built.

* * *

A. Muhl, a Frenchman, then living in New Orleans, owned a patent for the manufacture of ice by the ether process. The Columbus Iron Works people became interested in the possibilities of manufacturing ice machines and Geo. J. Golden, superintendent of the company, went to New Orleans to get first hand information as to the process developed by Mr. Muhl and its practicability. He made a thorough investigation into the whole matter and the report was favorable.

Mr. Golden designed and built the first machine to utilize the chemical

process which Mr. Muhl had developed and patented. Mr. Muhl had the correct idea as to the chemical processes involved, the principle he laid down being sound, and it was largely up to the superintendent of the Columbus Iron Works to apply this in a practical way, giving mechanical expression to the idea. The initial machine was a success.

In 1872 the Columbus Iron Works began the manufacture of ice machines.

The first of the new machines to be operated was built for the Columbus Ice Manufacturing Company, incorporated in 1872, and was installed in that company's plant. After the new ice factory in Columbus was placed in operation, business men of Montgomery came to the city and inspected it, and placed contract with the Columbus Iron Works for the installation of a machine in Montgomery. A Mr. Mac-Adam, of Montgomery, was the moving spirit of the enterprise. Mr. Golden, superintendent, went to Montgomery, accompanied by a skilled mechanic, B. H. Ryder, and the two installed the machine there. Not long afterward one of the new ice machines was shipped to Cuba. Mr. Riley Brown went there to supervise its installation, the work being done by Isaiah Willet, skilled mechanic.

* * *

This was the beginning of the commercial manufacture of ice machines in the world, and the commercial manufacture of ice. It is not only a source of civic pride, naturally that Columbus should be so clearly entitled to these twin distinctions, but it is doubly interesting that any one city should have built both the first machine and the first factory using that machine.

* * *

Since that modest beginning, the manufacture of ice has developed into one of the great industries—and also one of the greatest comforts and blessings in the history of humanity. Ice is today such a recognized necessity, and the refrigerating principle is used to such a variety of ways that it seems hard to realize how the world got along before this great boon came to it, thanks to the inventive skill and commercial enterprise of a group of Southern business men. Today artificial ice plays a part in health, in comfort and in business so large, that it is difficult to realize the full scope and importance of the role it enacts, as it goes about its mission of mercy and amelioration.

Now Making Pure Silk Hosiery in Columbus

ONE of the most interesting textile plants in Columbus is the Archer Hosiery Mills, located at Ninth Street and Front Avenue.

The Archer Hosiery Mills were established over ten years ago and manufactured cotton hosiery for quite some time. The management, anticipating the trend of women's fashions, started in 1924 to manufacture ladies' silk hosiery in combination with rayon, gradually changing equipment to more modern machinery for the production of pure silk hosiery until today their op-

erations are confined entirely to silk, working two shifts day and night.

In this connection, the silk they use is grown in Japan, shipped by steamer to Seattle, and dispatched east on solid silk trains. A train load of silk is of such enormous value that silk trains lower the schedule of the cross country de-luxe passenger trains.

The Archer Hosiery Mills have on their payroll about one hundred operatives. Due to the delicate texture of their product, a very high class of labor

is required, both in male and female workers.

The plant is equipped with the latest improved machinery, and the company finishes the stocking through all processes including dyeing. Their lines comprise all of the fashionable colors, estimated at around thirty, which change according to the dictates of fashion.

The company employs fifteen salesmen, traveling in nearly every state in the Union and selling direct to the larger Department Stores. A portion

of their output is sold in foreign countries. The Archer Hosiery Mills own the Archer brand, under which ticket all of their goods are marketed. Archer hosiery is advertised extensively in the leading trade fashion magazines with international circulation.

The company also maintains an extensive advertising department which furnishes mats, layouts, etc., to their customers for use in local newspaper advertising. It is said that Archer stockings are sold in practically every

(Continued on Page 31.)

Memorial Day Originated in Columbus—The Official History of This Beautiful Custom

The first memorial service sacred to the memory of the Confederate dead was held in Columbus, Georgia, April 26, 1866. Wide publicity was given to this service, and to the thought of a common Memorial Day for Southern communities. The beautiful custom, thus established in Columbus, spread throughout the South, and on an appointed day each year every community pays tribute to the Southern soldiers in a public service and decorates the graves of the Confederate dead. In this section of the South April 26 is generally observed as Memorial Day, which is beautifully termed "The Sabbath of the South." In 1898 an authentic history of Memorial Day was published under the direction of Lizzie Rutherford Chapter, Daughters of the Confederacy, of Columbus, from material supplied by living members of the Memorial Association as originally organized. As Miss Anna Caroline Benning, president of Lizzie Rutherford Chapter, so beautifully said in her preface to the History of the Origin of Memorial Day, "The Ladies' Memorial Association, like the phoenix, rose from the Soldiers' Aid Society, which was consumed in the fires that burnt the Confederacy. The parent organization was born under the shadow of the altar in the Baptist Church of Columbus, on May 21, 1861, and its object was to perform woman's part in the service of her country in time of war." The story of Memorial Day as taken from the official history follows:

IN AS MUCH as the Columbus Chapter of the Daughters of the Confederacy have chosen this day for the naming of their chapter "Lizzie Rutherford," we, the Memorial Association of Columbus, wish not only to keep alive the memory of one of our purest, most unselfish, devoted Confederate women, but to make this Memorial Day for all time among us a double memorial day. We pause in tearful tenderness to read the simple inscription on her head-stone in Howard lot, at Linwood Cemetery, in this city:

"The Soldier's Friend,"

LIZZIE RUTHERFORD ELLIS.
"She hath done what she could."—

Mark xiv. 8.

"A loving tribute to our co-worker, Mrs. Lizzie Rutherford Ellis."

"In her patriotic heart, sprang the thought of our Memorial Day."

In the same lot only a few feet away, on the head-stone of Mrs. Charles J. Williams, we pause again to read:

"**MRS. CHARLES J. WILLIAMS,**
In loving recognition of her memorial work by her co-workers."

The history of Memorial Day has become a prominent feature of the history of the South, and before all shall have passed away of the little band who organized it, we have endeavored to get the facts before they become tradition. The affidavits of Mrs. William G. Woolfolk, Mrs. C. M. Dexter and Mrs. Jane E. Ware Martin, have been obtained, and are hereto attached, and from them a copy of an original letter of Mrs. Mary Ann Williams, and a letter from Mrs. Mary R. Jones, we learn that in January, 1866, Mrs. Jane Martin was visiting Columbus. One afternoon Miss Lizzie Rutherford called and asked her to accompany her to the cemetery, now Linwood cemetery, to join some other ladies in looking after the graves of the soldiers who had died in Columbus hospitals and been buried under the direction of the Aid Society; that they went and assisted the ladies, and, returning to Columbus alone, were discussing the work they had been doing.

Miss Lizzie Rutherford remarked, she had been reading the "Initials," and thought the idea of setting apart a special day for decorating the graves such a beautiful one, that it occurred to her it would be a good idea for the Aid Society to organize as a society for the purpose of adopting a custom of this kind and set apart a particular day for decorating and caring for the

RESOLVED, By the ladies of the Memorial Association of Columbus, Ga., that the following statement, together with the affidavits of Mrs. William G. Woolfolk, Mrs. Clara M. Dexter, and Mrs. Jane E. Martin, is a true account of the origin of Memorial Day, as first originated in this city.

Resolved Further, That this resolution and said statement and affidavits be recorded upon the minutes of this Association as a record thereof. Adopted

April 25, 1898.

A. L. GARRARD, President.
JANE E. MARTIN, Secretary.

soldiers' graves. Meeting Mrs. John A. Jones, Mrs. Martin suggested to Miss Rutherford to speak to her about it, as she was a member of the Aid Society, which she did. Mrs. Jones concurred with her, and suggested that she speak to Mrs. Robert Carter, President of the Aid Society. Miss Rutherford stated that as Secretary of the Aid Society, she had to call a meeting for the purpose of disposing of certain personal

property belonging to the Society, and thought that it would be the best time to bring the matter up.

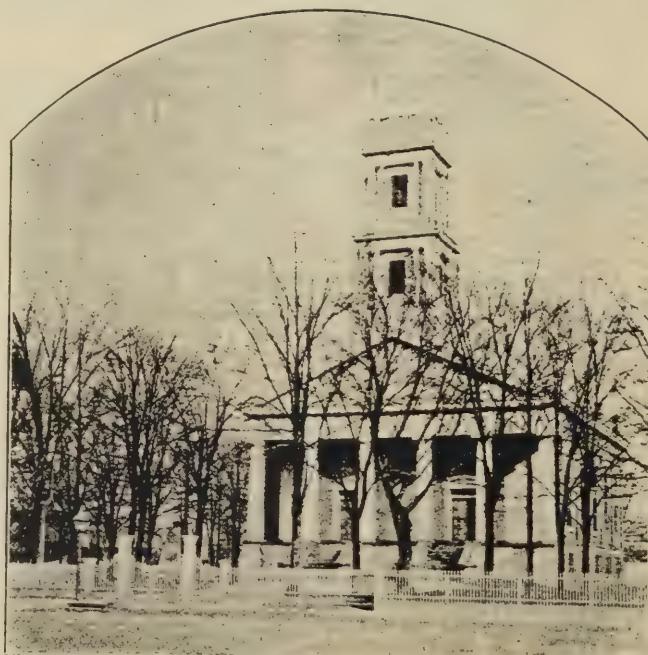
The meeting was subsequently called and met at Mrs. John Tyler's (now corner Fourth avenue and Fourteenth street, in this city). The ladies present were Mrs. Robert Carter, Mrs. R. A. Ware, Mrs. William G. Woolfolk, Mrs. Clara M. Dexter, Mrs. J. M. McAllister and Mrs. Charles J. Williams. Miss

Rutherford was not present at the meeting, as she was suddenly called to Montgomery to the bedside of a dying relative. Her resolution was offered by one of her friends and unanimously adopted, and the "Ladies' Memorial Association" was organized. The officers elected were: Mrs. Robert Carter, president; Mrs. Robert A. Ware, vice-president; Mrs. M. A. Patten, treasurer; Mrs. Charles Williams, secretary.

No day was determined on at the meeting, but after Miss Lizzie Rutherford returned to Columbus, when she and other members of the Society were working at the cemetery and discussing the best day, she suggested April 26th, which was adopted, and Mrs. Williams, as secretary, was requested to write to the different societies throughout the South, asking them to unite in making it a universal custom. Her beautiful letter speaks for itself. How well the work was done has been attested each year. We hope that every Southern woman will teach the young of the South, not only to reverence the memory of the soldiers who have died for us, but we specially beg the women of Columbus to instill in the hearts of their children reverence for the soldiers and reverence for the women of the Memorial Association who inaugurated this beautiful custom.

The Aid Society, sometimes called the Soldiers' Friend Society, referred to in this statement, was an organization composed of the ladies of Columbus, and it was organized in 1861 for the purpose of caring for sick and wounded soldiers during the war. Its first president was Mrs. Absolom H. Chappell and she having resigned, Mrs. Robert Carter was elected president. At the close of the War between the States, the Aid Society, having no further duties to perform (Mrs. Carter still being president and Miss Lizzie Rutherford secretary), was merged into the Memorial Association of Columbus, and this took place at the meeting called at the residence of Mrs. Tyler, in 1866, as referred to in the foregoing statement. The ladies present at the meeting were members of the Aid Society, constituted the first Memorial Association of Columbus. In addition to names hereinbefore set out, this Memorial Association, as successor to the Aid Society, was composed of Mrs. George W. Woodruff, Mrs. Henry L. Benning, Mrs. John A. Jones, Mrs. R. R. Goetchius, Mrs. L. T. Downing, Mrs. John A. Urquhart (who was first secretary of the Aid Society), Miss Anna

SCENE OF FIRST SERVICE



Old St. Luke Methodist Church, Columbus, Georgia, where the first Confederate memorial service was held April 26, 1866. It is said that this was the first memorial service ever held in the United States in honor of soldiers who fought in the Civil War. The address was delivered by Hon. J. N. Ramsey, a prominent lawyer, who had been a veteran in the war with the rank of colonel.

Bennett, Miss Anna Tyler, Miss Mary Tyler, Miss Emma Tyler, Mrs. John Tyler, Mrs. Anne Shepherd, Miss Mary Eliza Rutherford, Mrs. L. E. Carnes, Mrs. M. E. Hodges, Mrs. Seaborn Jones, Miss Mary Hodges, Mrs. David Hudson, Mrs. M. A. Patten (who was treasurer of the Aid Society and afterwards treasurer of the Memorial Association), Mrs. R. B. Murdoch, Mrs. Laura Beecher Comer, Mrs. R. H. Greene, Mrs. A. M. Allen, Mrs. John E. Davis, Mrs. John D. Carter, Miss Harriet Torrence, Miss Matilda Torrence, Mrs. Brad Chapman, Miss Anna Forsyth and Mrs. F. O. Ticknor.

The above list does not include all members.

* * *

Mrs. Martin's Statement

The following is the statement of Mrs. Jane E. Ware Martin, as to the origin of Memorial Day:

Mrs. Martin states that she is the daughter of Mrs. Dr. Robert A. Ware, who was one of the original members of the Soldiers' Aid Society of Columbus, Georgia, and later of the Memorial Association. That in 1865-66 she was not a resident of Columbus, Georgia, but a frequent visitor here to her mother's family, and one of her especial friends in this city was Miss Lizzie Rutherford, afterwards Mrs. Roswell Ellis; that sometime in January, 1866, to the best of her recollection, she was on a visit to Columbus; that she had been raised in Columbus and had spent her girlhood and young ladyhood in Columbus, and was well acquainted with the ladies of the Soldiers' Aid Society, and especially with Miss Lizzie Rutherford, who was among her dearest friends. That during her visit, as aforesaid, in January, 1866, in Columbus, in the afternoon, Miss Rutherford called by her home and requested her to accompany her to the cemetery (now Linwood cemetery), stating that she was going out for the purpose of joining other ladies and doing some work in looking after the graves of soldiers who had died in the hospital in Columbus, and had been buried under the direction of the Aid Society; that she went with Miss Rutherford and the afternoon was spent in company with other ladies in looking after graves as aforesaid.

On returning from the cemetery, Miss Rutherford and herself, while alone, passing along what is now Fourth avenue, between Fourteenth and Fifteenth streets, in Columbus, Georgia, were in conversation about the work which the ladies had been doing at the cemetery that afternoon. Miss Rutherford remarked to her that she had just been reading a very pretty story in which the writer had told of a beautiful custom among the Germans of decorating the graves of their friends on a special day in the year, and she (Miss Rutherford) stated that she thought it would be a good idea for the ladies of the Aid Society to organize and continue, as a society, for the purpose of adopting a custom of this kind, and set apart some particular day for caring for and decorating the graves of all soldiers buried at the cemetery. Mrs. Martin says that she replied to the suggestion by saying that she thought it an excellent idea.

At this point they had reached the corner of Fourth avenue (formerly Forsyth street), and Fourteenth street (formerly Franklin street), and met coming up Fourteenth street Mrs. John A. Jones, the widow of Colonel John

A. Jones, who fell at Gettysburg, and she (Mrs. Martin) stated to Miss Rutherford that there was Mrs. Jones, and as Mrs. Jones was a member of the Ladies' Aid Society, suggested that she talk with her upon the subject. She did so, in my presence. Mrs. Jones replied that she thought the idea an excellent one, and Miss Rutherford stated that as she had to call a meeting of the Society, as Secretary, for the purpose of disposing of certain personal property belonging thereto, that she thought that would be a proper time to bring the matter up. Mrs. Jones concurred with her and suggested that she talk with Mrs. Robert Carter, who was president of the Aid Society.

Mrs. Martin states that she afterwards learned that the German story, referred to by Miss Rutherford, was the *Initials*, and she states further that as a result of this suggestion of Miss Rutherford, the ladies of the Aid Society did subsequently meet at the residence of Mrs. John Tyler, which at that time was on the corner of Fourth avenue and Fourteenth street, and located exactly where this accidental conversation took place between Miss Rutherford and Mrs. Jones; that her mother, Mrs. Robert A. Ware, was present at that meeting, and out of it grew the establishment of Memorial Day for the South.

Mrs. Martin states that she removed to Columbus, from her home near Greenville, Georgia, in the year 1866, and has resided in Columbus since that time, and has been Secretary of the Memorial Association since the year 1874. That she has repeatedly been told by her mother, prior to her death in 1894, that Miss Lizzie Rutherford originated the idea of Memorial Day, and that she knows, of her own knowledge, that this has been accepted as a fact by the ladies of the Memorial Association of Columbus since the organization of the Association.

GEORGIA, Muscogee County:

In person appeared Mrs. Jane E. Ware Martin who, on oath, says that she has read the foregoing statement, and knows the contents thereof and that the facts stated herein are true, except as to such as are stated on in-

formation and belief, and these she believes to be true.

Mrs. JANE E. WARE MARTIN,
Sworn to and subscribed before me this 23rd day of March, 1898.

L. H. CHAPPELL,
(Seal) Notary Public.

Mrs. Woolfolk's Statement

Mrs. Wm. G. Woolfolk states as follows as to her knowledge of the origin of Memorial Day:

Columbus, Ga., March 18, 1898.

I was a member of the Soldiers' Aid Society, which was organized by certain of the ladies of Columbus during the Civil War for the purpose of aiding the soldiers. After the war there was a sentiment among the members of this Society to continue the organization as a Memorial Association, to commemorate the brave deeds of the Confederate soldiers. In the spring of 1866 a call was published for the ladies to meet at the home of Mrs. John Tyler, now the corner of Fourth avenue and Fourteenth street, formerly Forsyth and Franklin streets. In response to this call there were present Mrs. Robert Carter, Mrs. R. A. Ware, Mrs. Wm. Woolfolk, Mrs. J. M. McAllister, Mrs. Chas. J. Williams, Mrs. Clara M. Dexter and Mrs. M. A. Patten.

This meeting organized the Ladies' Memorial Association of Columbus, Georgia, and elected as President Mrs. Robert Carter; First Vice-President, Mrs. Robert A. Ware; Second Vice-President, Mrs. J. M. McAllister; Treasurer, Mrs. M. A. Patten, and Secretary, Mrs. Chas. J. Williams.

All the ladies who had been members of the Ladies' Aid Society, and other ladies of Columbus, at once became members.

The object of this Association was to set apart some one day in each year for specially caring for the soldiers' graves and decorating them with flowers. Many of the soldiers buried at the cemetery (now Linwood), had died in the hospital in Columbus, which was under the care of the Ladies' Aid Society, and the ladies had already been giving attention to their graves. Members of this Aid Society, of which Miss Lizzie Rutherford was an active member, had been devoting much time to

the work of looking after these graves, and in the spring of 1866, when this sentiment had become so general of making permanent the idea of a memorial, the above meeting was held, but no day for Memorial Day was then fixed. A few days after the meeting, several of the ladies, while at work at the cemetery, caring for the graves, discussed the subject of a day. I was among the number, and Miss Lizzie Rutherford suggested April 26th of each year as a suitable day, and it was so decided. Mrs. Chas. J. Williams, as Secretary of the first Memorial Association, had been requested to address a letter to the ladies of other Southern towns and cities requesting them to unite with the ladies of Columbus, and after the day had been thus determined upon, Mrs. Williams wrote the letter.

The Association elected Col. James M. Ramsey as its first orator, and the 26th of April, 1866, was duly celebrated, the exercises taking place in St. Luke Methodist Church. I cannot say who originated the idea of Memorial Day. At the time the meeting was held at the residence of Mrs. Tyler there was a general sentiment upon the subject among the ladies of the Ladies' Aid Society. It has always been understood by the members of the Memorial Association that Miss Lizzie Rutherford suggested the idea. Of this, I am not able to speak of my own knowledge.

GEORGIA, Muscogee County:

Personally appeared Mrs. Wm. G. Woolfolk who, on oath, says she has read the foregoing statement and that she knows the contents thereof, and the facts therein stated are true, except so much thereof as is stated on information and belief, and this she believes to be true.

MRS. WM. G. WOOLFOLK.

Sworn to and subscribed before me this March 23rd, 1898.

F. M. LAND,

Notary Public, Muscogee County, Ga.
(Seal)

Statement of Mrs. Clara M. Dexter as to the Origin of Memorial Day

Mrs. Dexter states that she was one of the original members of the Soldiers' Aid Society which was organized in Columbus, Ga., in 1861; that soldiers who were cared for by this Society, who died while under its care, were buried in Linwood Cemetery, and one lot is known as the upper lot, commonly called "Columbus Guards' Lot," and the other the lower lot, commonly called "City Light Guards' Lot." She was the chairman of the committee having charge of this lower lot. The ladies of the Society, after the war closed, continued to take care of and look after the graves of these soldiers.

Miss Lizzie Rutherford was one of the members of this Society, and, in common with other ladies, was active in the work. Mrs. Dexter says that she has read the statement of Mrs. William G. Woolfolk, dated March 18th, 1898, and giving an account of her remembrance of the origin of Memorial Day, and that this statement of Mrs. Woolfolk is substantially correct; that she (Mrs. Dexter) was present at the meeting at the residence of Mrs. John Tyler, and the account of how Memorial Day originated, as given by Mrs. Woolfolk, is correct; that the President of the Soldiers' Aid Society, when organized in 1861, was Mrs. A. H. Chappell, who resigned shortly thereafter,

(Continued on Page 183.)



Residence at the northwest corner of Fourth avenue and Fourteenth street, Columbus, Georgia, where the Ladies' Memorial Association was organized in January, 1866. It was then the home of Mrs. John Tyler. (This historic residence is now owned by Misses Ella and Alice Lee, and is occupied by Mr. J. R. Hawkins and family.)

The Last Battle of the Civil War was Fought at Columbus

The last battle in the War Between the States was fought at Columbus, Georgia, April 16, 1865. The advancing Federal troops, commanded by General James H. Wilson, were opposed by a hastily collected and as hastily organized band, composed for a large part of young boys and elderly men. The battle began on the Alabama side of the Chattahoochee river and ended, on the Georgia side, with the capture of Columbus. The last casualties were on Columbus soil, near the end of the Fourteenth street bridge. The line of defense extended in a somewhat irregular line from Ingersoll's hill to the Alabama end of the bridge. The invading Federal army burned most of the manufacturing plants of the city, two of the newspaper plants, and vast quantities of stores, including much cotton that had been concentrated in Columbus. The value of the cotton destroyed, at the then existing prices, was estimated at \$43,000,000. General Wilson's next visit to Columbus was a more peaceful one. It was in 1899, when as one of the commanding officers in the Spanish-American War, he had occasion to visit this city. The following account of the Battle of Columbus is taken from the Columbus Enquirer of June 27, which was the first number of a paper issued in the city after its capture.

ON Sunday, the 16th of April, 1865, the last battle of the war, on this side of the Mississippi River, was fought in Girard, Alabama, opposite this city.

The Confederate troops consisted of two regiments of the Georgia State Line, Waddell's battery, some of the forces of Gens. Buford and Wofford, a small number of the Georgia reserves, the organized companies for local defense in this city, besides a number of citizens of Columbus and a few hastily collected reserves of Russell County, Alabama—numbering in all, perhaps, two thousand men. The outer fortifications, that had been constructed for a line, and the troops were drawn into a line of rifle pits, extending from Dr. Ingersoll's hill to the "upper bridge," over the Chattahoochee; this line embracing the Opelika railroad and the upper bridges, and two fortifications near the ends of the trenches, in which batteries were placed. A considerable portion of the excavation and embankment forming this line of defense was thrown up on the morning of the day of battle. The lower, or "city bridge,"

was not encircled within the line, but the plank on the Girard end had been torn up on Saturday evening, and on Sunday morning every precaution was made to fire and destroy this bridge in the event of an attempt by the enemy to force its passage.

The first appearance of the Federal forces was about two o'clock, P. M., when their advance drove in the Confederate pickets on the Hurt's bridge or lower Crawford road. It appears that at Crawford the advancing forces had divided and took the two roads from Crawford to this city, and that the column on the upper and shorter road awaited the arrival of the other to make the first demonstration. The Confederate pickets, or scouting party, retreated into the town, closely followed by the Federals, who were within good rifle range and firing briskly at the retreating party. This advance was met by a fire from a small Confederate force near the creek bridge in Girard, and from the battery on the red hill near the upper bridge, and was soon compelled to retire. A portion of this party, however, made a dash at the

lower bridge, firing through it when they found their passage stopped by the tearing up of the flooring. The order was then given to fire the bridge, which was quickly carried out and it was soon wrapped in flames. In the execution of this order, Capt. C. C. McGehee, of one of the Naval Iron Works companies, acted with conspicuous gallantry. In this first brush two or three men on each side were killed and several wounded.

From two o'clock until dark no attack was made by the Federal troops though it was evident that they were arriving in considerable numbers and were preparing for the conflict. They showed themselves in small squads on most of the hills commanding a view of the city and of the Confederate line of defense, and the men and their horses took shelter behind these hills and in the small timber along the western suburbs of Girard. The Confederate batteries, meantime, were engaged in shelling the eminences on which these demonstrations were made, and the general conviction in the city was that the Federal forces, we believe, were mount-

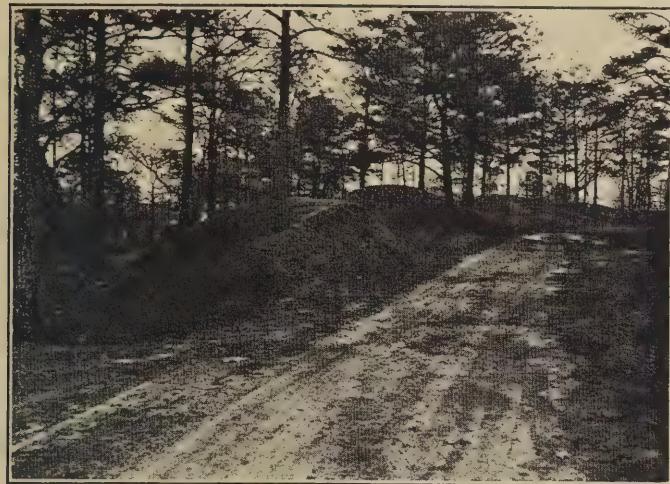
ed men, and the sequel proved that they had but two or three, if so many, pieces of artillery with them on Sunday afternoon.

Thus matters continued until night had fairly set in. It was a clear but dark night. About eight o'clock the Federals, dismounting their men, made a vigorous charge upon a portion of the Confederate line. It was met steadily by the Confederate forces, and the musketry firing was for some time sharp and rapid. The batteries also opened upon the assailants, and to those unused to the din of battle it appeared as if the destruction of life must necessarily be great. The attack was repulsed. Again and again the Federal forces deepening their columns, advanced under cover of the night, to the assault, and again they were met by a continued roll of musketry, at close quarters, and by the bellowing cannon in the fortifications.

But the Confederate line of defenses was a long one to be manned by so small a force, and a single line of raw troops, even in trenches, could not be expected long to hold out against the



Scene of the last battle of the Civil War. Photograph made on Ingersoll Hill, from which point the line of defense extended to the Fourteenth street bridge across the Chattahoochee River. In the valley, a glimpse of some of the famous factories of the Columbus of today. One of these groups of mills (the Muscogee) cover the ground where the last casualties of the battle occurred.



Some of the old breastworks in the last battle of the Civil War. This photograph made on Ingersoll Hill, Alabama, opposite Columbus, Ga.



Where the Alabama section of the battle ended—the scene as it appears today. The picture shows street paving and a modern bank building

constantly compacting and reinforced columns of their assailants. Before the line had been broken, however, it was discovered that a squad of the Federal troops had by some means made their way to the Girard end of the upper bridge and were actually holding the bridge at that end, in rear of the line of defense! How they gained this position is not yet fully known. It is generally supposed that it was by making their way, either in disguise, or under the shelter of some ravines and the darkness of the night, through the line in the neighborhood of the railroad bridge and coming down on the bank of the river.

This successful maneuver proved very embarrassing to the future defense of the city. Orders from headquarters in Columbus were intercepted on their way to the battlefield in Girard, and no communications could be kept up, nor any general understanding of the progress of the fight obtained. In a short time there was a promiscuous rush for the bridge. Friend and foe, horsemen and footmen, artillery wagons and ambulances, were crowded and jammed together in the narrow avenue, which was "dark as Egypt," or "Erebus," for that bridge had no gas fixtures and was never lighted. How it was that many were not crushed to death in this tumultuous transit of the Chattahoochee, seems incomprehensible.

The Confederates had no reserved forces, except a few squads for guard duty, in the city, and very little resistance was made after the Federals had crossed the bridge. But nearly all the known casualties on the Confederate side nevertheless occurred on this side of the river. The chivalric and lamented Col. C. A. L. Lamar fell while gallantly endeavoring to rally a squad of Confederates at the city end of the bridge. So did the noble and much-regretted young Alexander W. Robison, who was killed at the bridge. Judge Waddell, of Russell County, was shot and mortally wounded on the upper part of Broad Street. Capt. S. Isadore Guillet, Col. Von Zinken's chief-of-staff, was killed on the Girard side, while gallantly doing his duty. If there were any other Confederates killed on that side of the river, we have not been able to learn their names. Mr.

Smith, a watchmaker of this city, and an Englishman by birth, was killed on Broad street; and we hear that two young men, whose names are unknown to us, were killed near the brickyard,

in the eastern suburbs of the city. These are all the deaths on the Confederate side of which we have any knowledge.

We have no means whatever of making an estimate of the Federal loss in this fight. The darkness of the night prevented any view of the ground while the battle was going on, and the visitors held the field and all access to it afterwards. Had the attack been made in the day time the loss of the assailants must have been much greater than it really was, and there is every reason to believe their casualties were quite numerous.

Northern papers state that Gen. Wilson telegraphed that he captured about

one thousand prisoners. The Confederate troops that escaped were scattered in every direction, some on either side of the river, and the organization so hastily collected to defend the city was dispersed to as many quarters as those from which it had been brought together.

Maj. Gen. Howell Cobb was the ranking officer of the day, but the direct command of the troops in the field was assigned to Col. Leon Von Zinken, whose coolness and intrepidity were conspicuously displayed and acknowledged as well by the Federals as the Confederates.

The fight was gallantly maintained on both sides. The Union troops have

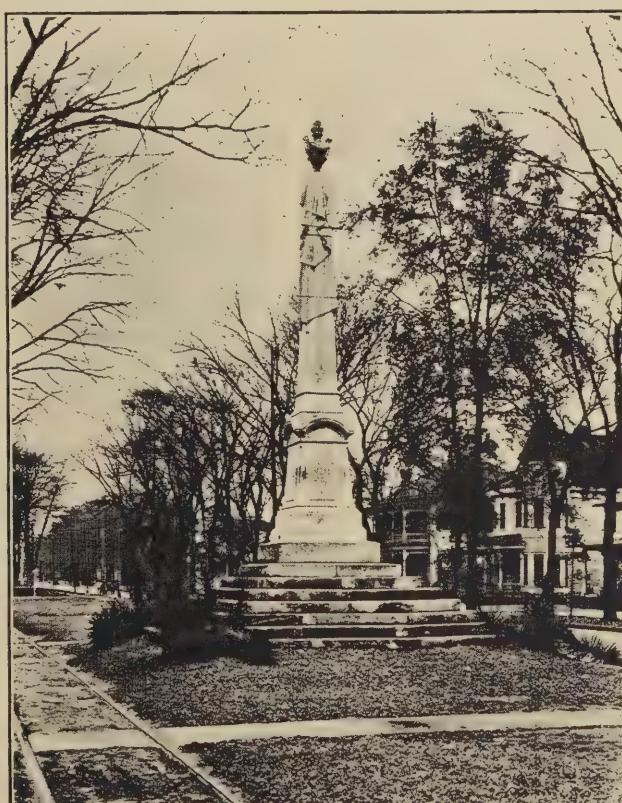
made ready acknowledgment of the courage with which the Confederates, mostly raw troops and all hastily thrown together, stood their ground; and the attack of the Federals was made and followed up with an unquailing spirit.

It is plain that an error was committed in making the line of defense too long. Had the railroad bridge been partially destroyed, and the line shortened and doubled around the upper bridge, a much stouter and more prolonged resistance could have been made. But the Federal force would have taken the city in spite of the best dispositions made with our limited means, for they could have sent a large body of troops to cross the river either above or below the city, and have entered it from the Georgia side while they were making demonstrations against the force in Girard.

A very large quantity of cannon, small arms, ordnance and commissary stores fell into the hands of Gen. Wilson, and were destroyed.

We have called this the last fight east of the Mississippi. There was a sharp fight at West Point on the same day, but earlier in the day. There may possibly have been a brush or two in western North Carolina after the 16th of April, but nothing like a battle of any importance. A fight occurred two or three weeks later in Western Texas, near the old Palo-Alto battle ground, in which the Confederates were successful; and this closed the fighting of the Civil war, so far as we have any advice.

TRIBUTE TO HEROIC DEAD



Confederate Monument, Columbus. This beautiful monument is located on lower Broad Street.

NOW MAKING SILK HOSIERY IN COLUMBUS

(Continued from Page 27.)
large city in the United States, and advertised daily in many leading newspapers throughout the country.

It is a matter of interest that this progressive concern is entirely locally owned. A. Straus, Jr., is president; George P. Swift, vice president, and John S. Baird secretary and treasurer. These gentlemen, with J. E. Humes, all citizens of Columbus, compose the board of directors. L. Y. Corley is superintendent of the plant.

Because of the wide distribution of their product, the high class of labor employed, as well as extensive advertising, the Archer Hosiery Mills is one of Columbus' most important industries.

Columbus Is the South's Oldest Industrial City

(By A. T. Roberts, Secretary New Industries Committee, Chamber of Commerce, Columbus, Ga., in "Commerce and Finance.")

WHEN a sizeable city located in a section which has become the land of promise for the world's second industry, fortified by nearly a century of manufacturing success, embarks upon a systematic campaign to secure new industries, the effort is something to arrest the attention of capital.

A movement of this character has been in progress for several months at Columbus, Georgia, where a peculiar combination of natural advantages and man-made circumstances seem to conspire toward its success in a large way. Columbus is the South's oldest industrial city, and her part in the outstanding periods of the nation's history and the pioneering she has done in many lines is sufficient to guarantee an interested hearing on what she now offers.

Not that Columbus has been asleep—the city has been growing and its industries expanding. In every way it has kept abreast of the South's rapid development. The number of active cotton spindles here has had the unique record of quadrupling every 25 years. The city's commerce has expanded steadily. The coming of Fort Benning has added over four million dollars to the jobbing business in Columbus, for the business with the quartermaster and the post exchange practically totals that amount. The jobbing and retail trade area has been broadening each year.

* * *

Columbus, with her hundred or more manufacturing enterprises, is already an important factor in several lines of industry—notably textiles, textile machinery, cotton gins, ice-making machinery, agricultural implements, engines and boilers, builder's castings, bank and store fixtures, wood and clay products. It is the second city in the South in textiles, with 480,048 active spindles; and is actually the first city of the South in the manufacture of finer textures and colored goods and in the consumption of dyes.

The city stands close to first, if not actually first, in the manufacture of cotton gins and ginning machinery. It has two large gin plants which sell their equipment in every country where cotton is grown. Columbus ice-making machinery is sold all over the world, and a world-wide market is being found for agricultural implements and logging equipment. This is the third city of the South in the manufacture of brick and tile, and is near first place in the manufacture of bank and store fixtures. This city also has the distinction of being the location of what Secretary of War Weeks characterized as "the greatest school of arms in the world, bar none"—Fort Benning.

But Columbus has not arrived at these positions and distinctions without conferring something lasting upon the world of industry in the shape of improvements and new methods. Humanity owes its great debt for the benefits of artificial ice and refrigeration to a Columbus concern, the Columbus Iron Works, which was first to manufacture and perfect the artificial ice machine. The first commercial use of transmitted electric power was at the plant of the Muscogee Manufac-

turing Co. The first textile mill to use electricity for lighting—lengthening the short days of winter and making the night shifts possible—was the Eagle & Phenix mill, just across the street from the Muscogee. The installation and experiments followed the visit of an official of the mill to the Centennial Exposition at Philadelphia where Charles F. Brush of Cleveland first exhibited his arc light. The first use of hydroelectricity to drive street cars was here, and the first automatic telephone exchange was erected in Columbus. It was finally abandoned, but it was the forerunner of the automatic telephone of today.

* * *

However, the pioneering done at Columbus was not altogether confined to industry. The city has been a leader in educational advancement from its earliest days. The first municipal graded school was in Columbus, and the city was the first in the world to establish the trades training school as a part of its public school system. It still leads with the best equipped industrial high school in the country. Textile trades are taught in this school from the most elementary processes to the weaving of the finest rugs, designing, dyeing, etc. A type of one-story-and-court construction developed here and known as the "Columbus Plan" is revolutionizing school architecture. Some Columbus women patriots gave the nation the Memorial Day idea which is observed in the North as well as the South.

Columbus participated intensively in events that made up the early history of the South and of the nation. The city was established by the state government of Georgia as an outpost on the border of Indian lands, and it was the seat of operations during the troubled months which culminated in the removal of the Creeks to the Western reservations.

Troops from the Southeast who were engaged in the Mexican war were concentrated at Columbus and sent from here to the front. The city's contribution to the Confederacy in men and service was notable. The last battle of the Civil war was fought at the Fourteenth Street bridge. The city was unsuccessfully defended and Wilson crossed over the river and burned all the manufacturing plants, all the cotton and many of the buildings—a tragedy that might have been averted had the news of Lee's surrender reached the victorious invading commander a few hours earlier.

* * *

This was the only city that remained within the Confederate lines and yet maintained a considerable business activity practically throughout the war. It was an important base of manufacturers for the Confederacy. Shoes, caps, swords, pistols and cannon were made here in large quantities. An important industry destroyed by Wilson was a large paper mill which supplied the greater portion of the paper used for business, social and official correspondence throughout a large section of the South. Old files of local newspapers show that this mill also made an excellent grade of news print paper.

It is one of the hopes of the New Industries Committee to locate another paper mill here, where it has been proven that conditions favor it to a marked degree. The water of the Chattahoochee river is almost absolutely pure, only one other east of the Rockies—the Androscoggin in Maine—having fewer mineral solids. An abundance of pulp is to be had in this territory, and no difficulty would be experienced in acquiring large tracts of land for reforestation.

* * *

Columbus was regarded as a highly strategic location long before the coming of the white man. The site of the ancient Creek capital of Coweta is just across the river from Columbus, and at the foot of Broad street, on the banks of the Chattahoochee, stands a monument marking the spot where Oglethorpe concluded his treaty with the Indians. This location has been visited by Bienville and LaFayette, who crossed the river here. Columbus produced some characters famous in history. Mirabeau M. Lamar, the first president of the republic of Texas and who figured in the Commerce and Finance story of Austin a few weeks ago, founded the first newspaper here, *The Enquirer*, in 1828, and published it until he migrated to Texas. The publication of this newspaper, which is now the *Enquirer-Sun*, has not been interrupted since its first issue. The old files of the *Enquirer* constitute the best unbroken history of Columbus and a large part of the tributary territory.

Columbus gave soldiers and statesmen to the nation, and in later years enriched its industrial life with such contributions as Samuel Spencer, George Foster Peabody, Nathan and Isidor Straus—all from Columbus—and others whose work and accomplishments have been on a broad scope.

Columbus, as a marketing point for products of the plantations and as a distributing point for supplies—a trading center—exerted a marked influence in the rapid development of the territory on both sides of the Chattahoochee even down to the Gulf of Mexico. River traffic was heavy from the founding of the city in 1828, and it grew by leaps and bounds. Many were built here before and after the war. In 1834, the *Enquirer* mentions seeing on Christmas eve "seven beautiful steamboats discharging and receiving their cargoes" at the city wharves.

* * *

When railroad development began in the Southeast Columbus, by reason of its heavy commerce, was a common objective with new lines. The pioneers welcomed them. In the early 'Fifties the city bonded itself for half a million dollars to help build three of the seven lines which now serve Columbus. Taxpayers of Columbus yet have to settle \$190,000 of this indebtedness which matures within the next few years.

One of the new railroads sorely needed another locomotive, but was not able to buy it. The women of Columbus clubbed together and bought an engine, presenting it to the road—a fair example of the spirit still found among Columbus women. Daniel Griffin, a Columbus man, contributed \$6,400 to bring the New York telegraph lines from Ma-

con to Columbus, and was instrumental in extending it to New Orleans. Later he became an official of the company, whose line was then the longest single telegraph line in the world.

State officials who selected the site for Columbus were keenly awake to the strategy of location. Location has been the keynote of all our development, and will still be the keynote of the greater development now setting in. The city lies at a point where the falls of the Chattahoochee cease to generate energy and its waters take up the burden of bearing commerce to the Gulf—"Where transportation meets power."

Both phases of the river hold promise of much greater development. Engineers are even now planning to produce more power from the falls above Columbus, while a movement to improve the river below the city to a point where self-propelled barges may navigate it to Columbus the year around found its way into the last Rivers and Harbors bill. This project has been made a part of the intra-coastal canal system which extends around the Gulf coast, and work will go forward as appropriations are made available. To attain the result it will be necessary to provide locks and dams, the operation of which at all seasons will be made possible by the great storage capacity of the power dam above Columbus.

* * *

As a textile center, Columbus could be no better located today, with all our knowledge of the essentials, than it was nearly a century ago by pioneers of vision. It is the geographical center of the state of Georgia and Alabama—a part of its population being across the river in Alabama—a territory in which there are now 310 textile mills; it is the geographical center of a territory which, though it manufactures a million and a quarter bales, still has three quarters of a million bales of local cotton to supply raw material for new textile development. And in this territory Columbus offers an exceptional opportunity for the manufacture of textile machinery and supplies. New cotton goods enterprises are announced almost every week in some part of this territory.

Columbus has an overnight freight service to Savannah, where connection is made with coastwide steamers, making possible the delivery by rail and water of freight to Eastern centers in from five to seven days—quicker and cheaper than all-rail shipments. Chicago is only 55 to 60 hours away from Columbus, and New Orleans is reached with freight in 50 hours. Goods may be sent via Savannah through the Panama Canal to the Pacific coast within three weeks at advantageous rail and water rates. These advantages of location together with dependable power, fine water, ambitious native labor, mild climate, low building costs and other factors that are distinctly local, give Columbus a combination of manufacturing advantages that would be hard to find elsewhere. The rapid strides the city has made as a textile center is due to this combination.

* * *

There are now fourteen large textile plants here—every one of which has

grown from a modest start—employing from 11,000 to 12,000 hands and paying them from 20 to 22 million dollars a year. These mills carry welfare work to a point probably not equalled anywhere else—and find that it pays. Some of them maintain beautiful villages of modern bungalow type homes, good schools, swimming pools, etc., and several of them maintain gardeners and hot houses to keep the environs beautiful. The village of the Bibb Manufacturing Company has a fine modern school building conforming to the city grades, an auditorium, day nursery for mothers who work, boy and girl scout headquarters, swimming pool. All mills maintain a health service and inspection.

The Bibb Manufacturing Company operates a modern brick hotel for the accommodation of unmarried female employees which is nothing short of unique. The girls are housed two to a room, and have the benefit of large and attractive parlors, music room and living room, in which they may receive guests. The hours for retiring are fixed with a view to conserving the health and spirits of the girls, and discipline is under the direction of a matron. The fare served in the large dining room, while plain—is of the best that can be bought. The charge for board is ridiculously light considering what is given to the guests of the hotel. The rent charged for houses in the mill villages is about 25 cents per room per week, and electricity, coal and other necessities are bought by the company for employees at wholesale rates.

* * *

The labor situation in Columbus, as it concerns textile operations, is particularly satisfactory. Four generations of training has done much toward developing efficiency. The management policy in Columbus is to stimulate the ambition to rise in their work and community influence among the workers. As a result, mill labor here tends strongly toward a desire to advance through personal effort and by individual merit rather than through mass strength. Some of the very prominent men of Columbus began life as cotton mill employees, and a large number of the smaller successful business men of the community are from the ranks of mill workers who performed their work well. This is not unexpected when it is explained that Columbus draws its mill labor from a territory which the census shows is 99.4 native born and mostly Anglo-Saxon strain. Under these conditions, the labor agitator and the class idea have never received encouragement among the mill workers.

Attractive living conditions and increased opportunity for employment and advancement have kept mill labor of the city recruited to a point where there is never a shortage. A finely equipped textile department at the Columbus High School is capable of supplying trained young men for mill positions in any number demanded by the industry.

Naturally, the power development on the Chattahoochee river is one of the cardinal reasons for the big industrial development. The Columbus Electric & Power Company, which is under the executive management of Stone & Webster, long ago adopted a forward looking program and it has never lagged.

Development of power from the Chattahoochee river was actually begun a year before Columbus was laid out, when in 1827 Seaborn Jones received a land grant from the state and erected

ed a grist mill on the site of what is now the City Mills. The dam was of crib type but was afterward completed in masonry. The second dam was that of the Eagle & Phenix mill. Today one may stand on the Dillingham Street bridge, which marks the head of navigation, and see three dams within a distance of two miles up the river—first, the Eagle & Phenix, then the City Mills and finally the North Highlands dam of the Columbus Electric & Power Co., located at the plant of the Bibb Manufacturing Co.

The increase in the number of cotton spindles, which quadrupled every twenty-five years reflects the development of power from the Chattahoochee rapids, and this in turn is reflected in the population increase of the community. Columbus really is a community of 70,000 people, but can never get full credit for them. Just across the river, connected by two modern bridges and trolley service, lie Phenix City and Girard, in which there are about 15,000 people, most of whom work in Columbus and are Columbus citizens except for the invisible state boundary line which makes them legally citizens of Alabama. Bibb City, which has several thousand people, is a separate municipality and is not counted in our population, though one cannot determine where the Columbus boundary is crossed.

* * *

The greatest boost in development came in 1912 when the Goat Rock dam of the Columbus Electric & Power Company, with a capacity of 40,000 horse power, was completed. Seven miles above Goat Rock is the new Bartlett's Ferry dam of the same company which is now in operation and which cost the company approximately eight million dollars. It will develop 80,000 h. p. The dam is 2,000 feet long, 130 feet over all, with an effective head of 120 feet. The water will back up over ten square miles of territory. The storage capacity of this dam will practically eliminate the possibility of any serious power shortage during the seasons of excessive drought.

The Columbus power shoals of the Chattahoochee river have a fall of 360 feet within a distance of 34 miles ending at Columbus. Back in 1875, after a survey of the possibilities, a writer made the comment that sufficient power to drive 1,250,000 spindles could be developed at Columbus, "affording employment for nearly 60,000 people, and forming a basis for a population of half a million people." Power from this source is already driving approximately a million spindles, but all are not in Columbus proper.

Back in 1849, the *Enquirer* grew enthusiastic over the outlook and printed an editorial in which the following occurred:

Our factory improvements are going beyond our most sanguine expectations, and their success is equaling the most sanguine anticipation of those engaged in them. All that is wanting to make our city not only the Lowell of the South, but of the United States, is capital, and that is rapidly tending toward it. We mean what we say that more cotton can and will be manufactured at and near Columbus than at any other point in the Union.

The cotton gin industry is the oldest in Columbus, dating back 98 years, though the original plant has not survived or its identity has been lost. There are two large plants here, the Lummus and Centennial companies,

both of which sell products in all countries where cotton is grown.

* * *

The Iron working industry dates back 75 years, when the Columbus Iron Works began operations. This is one of the largest and most modern plants in the South, and has an interesting history. It was taken over during the Civil war and operated by the Confederate States Government as the Naval Iron Works. It was largely used in producing cannon and munitions, though two gunboats were built there. In 1876 the Columbus Iron Works, which was reorganized and rebuilt after the war, constructed the first artificial ice-making machinery in the world. The first machines were after the patents of Andrews Muhl, but later another type was adopted and a large business built up on it. Recently the manufacture of small refrigerating machines has been taken on with marked success. The company is also an extensive manufacturer of agricultural implements.

Another of the large and modern plants which ranks highly among Southern enterprises is the Goldens' Foundry & Machine Company, which manufactures textile machinery, cane grinders and evaporators and other articles. The Pekor Iron Works has an extensive business in engines and boilers. The Dismuke Iron Works manufactures ornamental grates and municipal castings—one of the few plants of the kind in the South. The Columbus Truck & Supply Company manufactures dyeing machinery for textile mills, gears, etc. The Tom Huston Manufacturing Company produces a log skidder which is rapidly extending its field into far away places. The National Show Case Company is one of the South's big enterprises, and maintains branch sales offices in several cities, as does the Lummus Gin Company.

* * *

Needless to say, the products of Columbus textile mills are sold wherever there is any considerable commerce. The five modern clay working plants of Columbus sell their brick and tile over a wide expanse of territory. The parent Chero-Cola Company here has sold its bottling franchise all over the nation. Years ago the Coca-Cola formula was perfected by a Columbus pharmacist, and today the chairman of the board of the Coca-Cola Company is a Columbus man, W. C. Bradley.

A factor in the development of Columbus is the mild, even climate. One snowfall each five years is the average, and heat prostrations have never been known here. The normal July temperature is 81.4 and the normal January temperature is 47.5. The normal annual average is 65.1. The average rainfall is 49.80, and the average number of clear days is 275. This average of climate was one of the chief considerations with army boards when Columbus was selected as the location for Fort Benning. It was expected that there would never be any interruption of field work at the school on account of snow or extreme cold weather.

* * *

Fort Benning is one of the show places of the nation. The reservation contains 98,000 acres. It is 17 miles long by 13 miles wide, and includes rivers, creeks, lakes, hills, plains, swamps and practically every kind of terrain likely to be encountered by armies in the field.

The basic idea of Fort Benning is to enable officers and men to prepare

themselves against the slaughter that follows when untrained troops take the field. The nine months term at Fort Benning involves a great amount of field work, during which the use of all branches of the service are co-ordinated with infantry methods of attack and defense. In working out problems, a show that is frequently witnessed by visitors, every condition of actual warfare is reproduced. All the engines of warfare are employed with live ammunition. Howitzers, tanks, machine guns, aeroplanes and balloons join in the bedlam. Fortifications are demolished and men move over the objectives as they would in a real attack.

The population at Fort Benning averages better than 7,000 officers and men and their families. Fort Benning is a tremendous business institution; \$6,000,000 are paid out annually in soldier and civilian payroll and bills that pass through the finance office. The business of the post exchange does not pass through the finance office, and it runs better than \$1,500,000 annually. The ultimate cost of the school is to be \$20,000,000, and probably more than half this amount has already been spent.

* * *

The city government of Columbus is commission-manager in form, and is as business-like and progressive as the management of any of the corporations within its limits. The city expenditures in improvements for this year will be \$1,020,000. The county government is equally progressive. The total state, county and city tax rate is 3.20 mills on a basis of 50 to 60 per cent valuation.

In fire protection, in public health and in education the city government is far advanced. Columbus has been entirely freed from malaria, and typhoid is very rare. Science has refuted the old belief that malaria is largely a matter of altitude, and has proven that the disease may be eradicated by destroying the anopheles genus of mosquito, which may be done by treating the breeding places. The records do not show a case of malaria of local origin for nearly two years.

A recent notable piece of construction is the Thirteenth street viaduct, the longest in the South, which spans the Central of Georgia yards. It is 50 feet wide and 1,888 feet long. The cost was above \$350,000, all of which except \$27,000 was paid by the Central of Georgia. The city paved the approaches and the viaduct, and assumed liability for damages to abutting property. The Central has completed improvements to the road between Columbus and Birmingham. The cost of the program has been \$5,000,000. The road is also making extensive improvements at the union station.

* * *

The city has a fine new high school building which cost \$400,000. It is located in a 36-acre park bought for the purpose, and is to have a number of athletic fields on the grounds. Another recent piece of construction is a memorial stadium which will seat 20,000 or more people. Building costs at Columbus are extremely low due to the fact that practically all materials may be bought locally, to the mild climate which permits work at all seasons of the year, and to the efficiency of the local labor supply.

Those who have been in Columbus always remember its wide, smoothly paved streets and the beautiful parking

(Continued on Page 183.)

Goldens' Foundry & Machine Company Has Paid Out \$4,896,148.58 in Wages

NOTHING in the industrial history of Columbus is more interesting than the story of Goldens' Foundry & Machine Company.

The simple facts, given without embellishment, are fascinating to those who have discovered that such a prosaic thing as business has its romance.

The year 1882 saw the modest beginning of Goldens' Foundry & Machine Company now one of the greatest enterprises of its kind in the South. In that year the firm of "Golden Bros." composed of J. P. and T. E. Golden, with a very small amount of capital, began the operation of a machine shop and foundry in a building 30x100 feet at the corner of Thirteenth Street and Sixth Avenue. Today the great Golden plant covers a site of practically seven acres, and its row after row of foundries and machine shops constitute one of the industrial show places of Columbus.

In 1888 Goldens' Foundry & Machine Company was incorporated with A. Illges as president, T. E. Golden as secretary and treasurer and J. P. Golden as superintendent, with a capital stock of \$39,000 paid in. The company moved to its present location in 1890, when the nucleus of the present plant was built. The history of the plant has been one of steady, indeed practically continuous expansion as the operations of the several departments were enlarged. The company has acquired ground for further enlargements, which will be made as needed. The original plant on the present site—between Twelfth and Tenth streets, east of Sixth avenue—was about one-third the size of the plant as it is constituted today.



Plant of Goldens' Foundry & Machine Company.

The Goldens began making transmission machinery from the beginning and were quite successful in that line. In the year 1882, when Golden Bros. began business, they received the order to manufacture the shafting equipment for the original mill of the Swift Manufacturing Company of this city. They have since furnished shafting, hangers and pulleys for literally hundreds of cotton mills, scattered through the South, and have a wide and deserved reputation as specialists in their line, and yet of all the contracts they have received it is probable that there attaches to that original order from the Swift Manufacturing Company a peculiar interest and sentiment that rather differentiates it from the others.

The large foundries at Goldens' are among the best equipped in the South, making castings ranging from one ounce to 30,000 pounds.

In the course of its regular business

the Goldens' Foundry & Machine Company has had occasion to make giant pulleys some of them as much as 16 feet in diameter.

The company manufactures cane mills and evaporators on a large scale and does an extensive business in this department.

The big plant is electrically operated throughout and has been for a good many years.

In February, 1915, following the death of Mr. A. Illges, Goldens' Foundry & Machine Company elected the following officers, who are now serving: T. E. Golden, president; J. P. Golden, vice-president and general manager; John P. Illges, secretary and treasurer; Geo. J. Golden, superintendent.

The younger generation is taking an increasingly active part in the affairs of the corporation, in co-operation with

the older officials, with their long experience and ripened judgment. John P. Illges, the present secretary and treasurer, is a son of the late A. Illges, and George J. Golden, the superintendent, is a son of J. P. Golden.

Goldens' Foundry & Machine Company has always been a valued institution for Columbus and one of the city's prized industrial assets. The company employs several hundred men, who receive the good wages that is paid for foundry and machine shop work. They have paid in salaries and wages from the commencement of their business up to the January 1, 1928, the sum of \$4,896,148.58. Many of the employees own their homes and as good citizens and property owners are contributing substantially to the growth and prosperity of Columbus.

The company has a liberal policy and does its full part to further the interests of its home city.

Columbus in the Years Following the Civil War

(From "Martin's History of Columbus")

WITH the capture and partial destruction of Columbus by the Federal forces in 1865, ends our continuous history of the city. Much as other Southern cities suffered by the war, the loss of Columbus was probably greater than that of any other, for the reason that the great industrial establishments that afforded work and support to so many of her citizens were wholly destroyed, and all the cotton which the planters of the surrounding country had stored here, and which constituted their only available means of raising money wherewith to continue their work, was burnt.

But her recuperation since that time has, under all the circumstances, been most encouraging, if not surprising. Her cotton manufacturing business—her great distinctive industry—is now larger than it was at the time of the raid, embracing five distinct factories, running 1,020 looms and about 35,000 spindles. The Eagle and Phenix Factory—an immense establishment, with three large factory buildings and a

capital of \$1,250,000—alone runs about 800 looms and 25,000 spindles. Besides the Eagle and Phenix, are the Columbus Factory, with 116 looms; the Muscogee, with 80; A. Clegg & Co.'s, with 30; and the Steam Cotton Mill, which has spindles only. These several manufacturing establishments consumed 8,500 bales of cotton for the year ending Sept. 1st, 1875, besides a large quantity of wool.

* * *

In addition to these manufactures, Columbus has several foundries one of them having the largest iron works attached, south of Richmond; also several sash factories, one gin factory, two furniture factories, a very large agricultural implement factory, one stove manufactory, two flour mills, one kerosene oil refinery, and one railroad machine shop. Four railroads terminate at Columbus. One of them, the North and South railroad, when completed, will add new business to her trade, and will furnish a new and competing line to the West and the sea.

Upon its line and upon the line of the Savannah and Memphis road, are the richest coal fields in the South, and iron beds of superior ore practically inexhaustible. The latter road will be, when completed to the Tennessee River, the shortest line from the northwest to the Atlantic. Arrangements have been effected which guaranteed its early completion. When these two roads are built, Columbus will no doubt add to the busy whirr of her cotton spindles the ruddy glow of a dozen rolling mills.

* * *

With the advance of cotton manufactures there will spring up industries for the production of every description of machinery used therein, and in a dozen years this interest alone should double the population of Columbus. Its growth will be forwarded by the fact of its excellent health and remarkable freedom from epidemics, which have year after year scourged many of its neighboring cities. Its public schools are annually attracting population. They are justly the pride of

the city. Extensive gas works have been in operation for many years. Columbus, already the largest city in western Georgia, enjoys a commercial importance which is annually increasing. From four railroads and her river, Columbus receives an immense business from as reliable a population as resides in Alabama, Georgia or Florida. Her business men have the facilities offered by four banks of deposit—one National and three State, to wit: Chattahoochee National Bank, Merchants and Mechanics Bank, Georgia Home Savings Bank, Eagle and Phenix Savings Bank. There are also two daily and weekly papers—the Enquirer-Sun, being a consolidation of the old Enquirer and Sun and Times; and the Times, more recently established.

* * *

Columbus also has one of the largest and most popular Fire Insurance Companies in the State—the "Georgia Home," which ranks second in amount of its policies, and is justly regarded (Continued on Page 181.)

Columbus Iron Works Company the World's Pioneer Ice Machine Manufacturer

COLUMBUS is one of the great ironworking centers of the South and has been so for over a half-century. Its prestige in that line of industry was originally due to the operations of the Columbus Iron Works Company and as the years have passed and Columbus has grown and its general industrial activities have increased, the Columbus Iron Works Company has done its full part to maintain and increase the city's prestige as a manufacturer of iron products.

The Columbus Iron Works Company was first organized in 1853 with its main offices and works on a small part of the land occupied by the present company. In 1856 the company was incorporated with a paid-up capital of \$24,000 which from time to time was increased until the present paid-up capital amounts to \$600,000.

The business of the company during the first years consisted mainly of a general foundry and machine business together with the manufacture of a few steam engines, steam boilers and saw-mills.

At the outbreak of the War Between the States in 1861, the Columbus Iron Works were leased by the Confederate States government and during the four years of the war were used in the manufacture of cannon for the Confederate Army. Being located on the Chattahoochee River, they began the construction of two gun-boats.

The entire works, as well as the two gun-boats, were destroyed April 19, 1865, by the Federal authorities, when General Wilson's army captured Columbus.

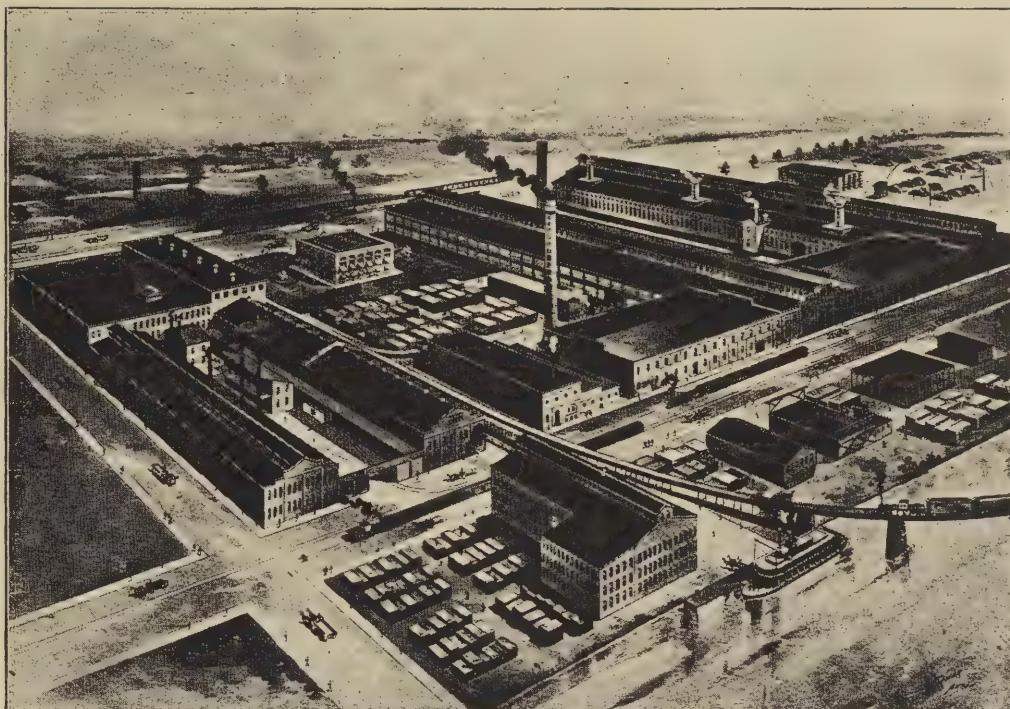
The plant while leased to the Confederate States government was one of two units composing what was known as the Naval Iron Works, but immediately after its destruction was reorganized by the original incorporators and took again the name of Columbus Iron Works Company.

* * *

The Columbus Iron Works is the world's pioneer manufacturer of ice machines. The first ice machine to be placed in successful commercial operation in the United States was manufactured at this plant in 1872. It is an interesting coincidence that the world's first commercial ice machine was not only made in Columbus, but operated in Columbus, at a site just south of the Georgia end of the Dillingham street bridge. The story of pioneer ice manufacturing operations in this city is given in detail in an article on Page 27 of this issue.

The second ice machine was installed in Montgomery, Ala., and the third in Havana, Cuba—both Columbus Iron Works products.

For a period of several years the Columbus Iron Works was not active in the ice machine field, but in 1880, when H. D. Stratton became interested the company began the manufacture of the Columbus Improved Absorption Ice Machine, which the company improved from year to year, until the high cost of fuel, and cheap power, made the compression system more popular. The company then designed and began the



Plant of Columbus Iron Works Company

manufacture of a complete line of compression machines.

Ice machines made by the Columbus Iron Works Company have been installed and are in successful operation in many parts of the United States and in Cuba. The company manufactures a full line of refrigerating machinery, including modern ammonia compressors of capacities from two to 30 tons.

* * *

In 1873 the Columbus Iron Works Company began the manufacture of plows. Subsequently a three-story factory was established for the manufacture of plow stocks and wooden handles for agricultural implements, and ships, its plows, plow stocks, etc., to South America, Porto Rico and Africa, in addition to the Southern states and Mexico.

In 1902 the plant of the Columbus Iron Works Company was destroyed by fire. This was one of the largest and most disastrous conflagrations in the history of Columbus.

The company rebuilt the plant on a still larger scale. The present plant, which covers ten acres, with ample storage space outside, is one of the largest and best arranged in the entire South, and is splendidly equipped in every department. The plant is one successor of great machine shops, foundries, boiler shops, plow factory, tin shop, etc. In building the new plant special facilities were provided for the manufacture of the Columbus Ice Machine.

The company manufactures and keeps in stock structural steel and cast iron building material for the building trades.

Operations in all departments are on an impressive scale, the company employing several hundred skilled workmen.

The entire plant of the Columbus Iron Works Company is electrically driven from its own power plant and is fully equipped with large electric traveling cranes.

* * *

The Columbus Iron Works Company recently began the manufacture of circulating heaters, as an entirely new line of production, and is meeting with success in this field. The new product will be nationally marketed and it is interesting to note that the first sale was at Atchison, Kansas.

Circulating heaters are made in two sizes, of three finishes each. The cir-

culating type heater will replace the old type heating stove because of the fact that it is better looking and more efficient. The installation of the steel cabinet around the stove enables the manufacturer to imitate a phonograph cabinet, and the heaters now being made at this Columbus plant are really ornamental in appearance.

The efficiency of the stove is improved, in that it works on the principle of a hot air furnace; the effect secured being the circulation of heat rather than the radiation of heat.

It is said that the Columbus Iron Works Company is making stoves further south than any other manufacturer. While the company will by no means confine its sale distribution of this product to this territory, it does naturally (Continued on Page 38.)



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Our hearty congratulations to the City of Columbus on a century of brilliant accomplishment, and may its Centennial be in every way worthy of Columbus, and its history!



Office Building of C. Ed Cooper. Warehouse and Storage Yards in Rear.

**Plumbing-Heating
CONTRACTOR**

Plumbing contractor for various leading buildings in Columbus, including Trinity Episcopal Church, First Presbyterian Church and First Baptist Church.

Now better prepared than ever to give Columbus prompt and satisfactory plumbing service.

C. ED COOPER

Twenty-eight Years' Experience

COLUMBUS, GA.

Phone 20



Scene on the street floor at Schuessler's.

Schuessler's is Columbus' most rapidly growing Department Store. "We Sell the Best for Less" is not just a motto at Schuessler's—we really live up to it, and that explains our consistent growth. This is the store where your dollar goes farthest in buying quality merchandise.

Visit our Big New Bargain Basement

SCHUESSLER'S

1135-1137 Broadway

1043 Sixth Ave.

Highlights in the History of Columbus

An article published in the Columbus Enquirer-Sun on the opening day of the annual convention of the Georgia Real Estate Association, held in Columbus.

IT is possible that there are members of the Georgia Real Estate Association who if placed on the stand and interrogated with that skill possessed by shrewd attorneys finally would admit, amid the agonies of relentless cross-examination, that they come from a Good Town. If so—and we believe this hypothesis will be amply sustained—they must feel absolutely at home in Columbus, for Columbus, too, it must be admitted at the outset, is a Good Town. And a very unusual and thoroughly interesting town.

Columbus was planned—it didn't just happen. About a century ago the best thought of the state of Georgia was crystallizing in the belief that the state should lay off a town at the foot of the falls of the Chattahoochee river, a town with power, to the north, for its industries, and to the south a navigable stream to bear its commerce to ocean ports. Everything that the Georgia legislature does is not entirely to its credit but when it passed a bill providing for the laying out of the city of Columbus it atoned for many of its sins of commission and omission.

Columbus, as a city, was thus deliberately—and intelligently—brought into existence, on the idea that for several excellent reasons there should be a town at this point. State engineers laid out our streets—laid them straight and wide and with the blocks on as generous a scale as the streets. Today the boulevards of Columbus are famed for their width, their charm and their beauty. Impressive at all times, in the spring and summer season they are long vistas of loveliness. . . . The state of Georgia to this day retains the title to the streets in the older sections of Columbus. There might be streets in other cities in Georgia which the state would relinquish without much hesitancy, indeed might be glad to turn loose, but in the matter of ownership of Columbus streets the state just sits steady in the boat, and grows more pleased and satisfied with its possession each year. True, the state gets no revenue from this source, but think of the honor and glory!

Columbus as a city has vindicated in a thousand ways the judgment of that far-gone legislature which called the town into existence. From the first the town was a success. Established in 1928, civic spirit ran high in the 'thirties. Great lines of palatial steam-boats plied the river between the Columbus dock and the Gulf of Mexico. In the 'forties, manufacturing began. About the same time the first railroad, coming from the east, pushed its inquiring way into this community. Columbus did not grow so rapidly but it did grow solidly. By civil war days it was a substantial little city. It had the distinction of furnishing more soldiers to the Southern Confederacy in proportion to population than any other Southern city. At the close of the war, it was

a Columbus woman who inaugurated the beautiful custom of the Southern memorial day.

Following the war Columbus began to acquire distinctions—enviable ones. It established in 1867, the first public school system founded in any Southern city. Always a leader in education, it built, a third of a century later, the first municipal industrial school in the world for the vocational training of both sexes. As the decades passed, after the war, Columbus acquired more factories and more and more industrial prestige. By the early 'nineties it was known as the Lowell of the South. A little later, when the textile interest of Columbus had still further expanded, a New York newspaper man came to town, and after looking over the situation wrote his paper: "There is a town in Massachusetts that will soon be known as the Columbus of the North. It is Lowell."

For several decades Columbus built railroads with fierce energy. The city's bonded credit was freely used to assist these great public enterprises. Never did a municipally aid new railroads more generously. For a great part of the 'nineties the city marked time to a considerable extent, and then came an awakening and a revival which will influence the destiny and growth of Columbus for all time! The hydro-electric era was ushered in—the period of manufacturing on a scale that made previous industrial achievements modest. First was built the North Highlands dam, then the great Goat Rock dam, then a large reserve station in the city, and now at Bartlett's Ferry gorge a great barrier of stone and steel and concrete which, with powerhouse equipment, represents an investment of seven to eight million dollars.

Spindles increased from 75,000 in 1895 to close on to a half-million in 1925. Columbus is now the second cotton manufacturing city in the South. The last roll call of the mills showed that an army of over 9,000 persons was employed in just that one line of industry in Columbus. The city is one of the great iron-working centers of the South and has been for many years. It is the leading Southern city in the manufacture of business fixtures. Its cotton gins are used wherever cotton is grown. A great clay-working center, its brick and tile are shipped throughout the Southeast.

Columbus was prospering amazingly in an industrial way, and then, on top of that, Fort Benning came. Benning is a little matter of 98,000 acres just southeast of Columbus—a nifty reservation bought, and paid for, by Uncle Sam, on which has been installed the greatest military training school in the world. The government's investment (Continued on Page 41.)

A. Illges, Pres't.

L. H. Chappell, Sec'y.

ROSE HILL COMPANY

Columbus, Ga.

Offers for sale on easy terms
Spacious lots in the exclusive residence section
known as

Rose Hill Heights

Hamilton Ave. north of 33rd Street

City Water, Lights, Sewers and Bus Lines

WOODLAND DRIVE

Adorned with original forest trees
through Rose Hill Heights is now graded along the south
border of Sherwood Forest.

Select your lot now, make a nominal cash deposit, and pay the balance monthly.

Any member of the company will be glad to show you.

ROSE HILL COMPANY

Phone 25



Residence of Schley Gordy. John C. Martin, Jr., Architect. M. L. Wade, Contractor.

M. L. WADE Contractor

Real Estate

Loans

I will construct your ideas into a home or sell you a home that will conform to your plans.

I specialize in building and selling homes.

Phone 847

1548 North Railroad St.

Phenix City

The Story of the Minter System of Drying and Burning Brick

A Canadian wood spider, a Georgian who spoke no French, Quebec temperatures that did not respect visitors, and an idea that has been developing for 40 years and is now in full flower—all these enter into the narrative. Columbus, Georgia, is now American headquarters for standard brick drying and burning equipment.

A WOOD spider that bit venomously, and an idea that bit and kept biting until it obtained recognition. A Georgian, who spoke no French, directing as best he could a squad of French laborers. An engineering-construction principle so sound that it has won the recognition it deserves. All these have their deserved place in the story. The subject matter is The Minter System, one of the most widely known institutions of Columbus, Georgia, and the human equation behind the Minter System.

M. M. Minter is a native born Georgian who has been actively, intimately—really lovingly—identified with the manufacture of brick and other clay products for 40 years. Increasingly the conviction came to him that there should be a better and a cheaper way of drying and burning brick. Out of that thought grew The Minter System, which has so profoundly affected clay manufacturing methods in both the United States and Canada. Today there are 40 Minter Systems installed and in operation—32 in this country, 8 in our neighbor to the north.

The idea kept on taking possession of Mr. Minter during the years that he was superintendent of the Flint River Brick Company at Albany, Ga., and it finally found expression in a battery of driers and kilns built for that company. Paul J. Brown, president of The Exchange Bank and the brick company, thought that it should be called The Minter System and his suggestion was adopted by Mr. Minter. Before long Mr. Minter was in The Minter System business exclusively—with always a particularly warm spot in his heart for his original installation at Albany, and his friend, Mr. Brown.

The first Minter System installed, outside of the first practical try-out of the idea at Albany, was at Ottawa, Canada, in 1919. Another at Quebec quickly followed. And Minter System No. 4 was at Grand Pre, Nova Scotia, the village made immortal by Longfellow's "Evangeline."

This is not a technical story, it is not even a description of how The Minter System works. But it is highly proper to say something about what this system of drying and burning does. Not what it is supposed to do, not how it works theoretically, but what it actually does.

In a word, The Minter System cuts time, cuts fuel, and makes a better product. It provides better burning, at less cost. This is the truly ideal combination: Reduced manufacturing cost, improved output.

One brick plant which installed The Minter System saves \$6,000 a month on fuel. In addition to this enormous saving, it gets more uniform burning, produces a better product, and gets it out quicker. A saving in every essential item—better brick—and much better prices for them.

The Minter System has made good—emphatically. The company lets its customers tell the story. They cheerfully relate their experience, over their own signatures, and these testimonials constitute eloquent salesmen of The Minter System.

We now get back to the spider. He left Harry Ewart, young Scotchman, constructing engineer, who had been living in Canada since he was a boy of 16, and was actively identified with construction projects in the Dominion. It was not a staged bite, and it was altogether through accident that Mr. Ewart was projected into the affairs of The Minter System. The Canadian government had sent him up into the wilds to build a \$50,000 church for the Indians, and the work was well under way. Then one day the spider came and bit Mr. Ewart on the ankle. The leg began to swell and a man in the construction camp who knew something about surgery became very much interested and wanted to saw the leg off. Mr. Ewart resisted, saying that he would defend it with what was left of his life.

There was a government wireless station at the camp, and Mr. Ewart sent out a SOS. The call was caught by three young Scotchmen who were traveling through that section of Canada and who had been entertained at the construction camp, and they came hurrying back. They took charge of the engineer, who was then in a very bad way, and carried him by boat, portage and train to Quebec, 500 miles distant. When they reached Quebec his leg was swollen to practically twice its normal size. But the doctors and surgeons managed to save it, and he recovered completely.

While in Quebec Mr. Ewart heard stories of a "Yankee" who was building an addition to a brick plant, and who was having trouble in getting his French laborers do what he wanted done. The only thing lacking was, he knew no French and they were blissfully ignorant of English.

One day the convalescent dropped by, to pay his respects, being interested in all forms of construction, although he had never built a brick plant. There is no man in the world easier to get acquainted with than Mr. M. M. Minter, who is a sociable, friendly sort. He told Mr. Ewart all about The Minter System. Mr. Ewart recognized the soundness of the principle, and saw the marked advantages of the flexibility of the system and its practical adaptability to varying conditions, and was very much interested, although at the moment he hadn't the remotest idea of ever entering this line of business.

The young engineer found himself spending more and more time at the brick plant, and was getting more and more interested. In the meantime—this was late in 1919—the weather was getting bitterly cold. Mr. Minter was

built on a Georgia-weather plan, and these Canadian temperatures impressed him as nothing less than scandalous. He asked Mr. Ewart to complete the plant for him—it was then well under way, and the young engineer was thoroughly conversant with the plans and the construction details. Mr. Ewart had planned to go to Montreal to build some theaters, but told his new friend that he would see the brick plant project through for him.

When Mr. Minter returned to Quebec the following spring he found the plant completed, and all the work had been done exactly right. He proposed a partnership to Mr. Ewart, to whom the idea came as a surprise. The thought grew on him, however, as he was very much impressed with the possibilities of The Minter System, and so a partnership was formed. These two gentlemen are owners of the business.

That year Mr. Ewart came to Georgia with Mr. Minter and since then has made his home at Columbus. The first installation made by the new partnership was at the plant of the Dixie Brick Company, Columbus. Since then, the business of the company has steadily grown and 40 Minter Systems have been installed. The Minter System is now regarded as thoroughly standard for brick plants, and is so accepted by the clay industry.

The Minter System is now making installations at the following points: Washington, D. C., Norristown, Pa., Emaus, Pa., East Angus, Quebec, and Fredonia, Kansas.

The company's service has broadened from engineering and supervision to include construction, and is prepared to construct brick plants complete, handling the entire project with the exception of the machinery.

The practical advantage of this broadened service is that The Minter System can tell a brick manufacturer exactly what his plant will cost. Not long ago a claygoods manufacturer from the West walked into the company's office. He said that some years ago there was installed in his plant a kiln that was to cost "about \$40,000." The actual cost was \$115,000. Since then the kiln has been rebuilt three times.

"I am sold on The Minter System," this gentleman said. "I know it will do the work, and I want it. But I must know what it will cost."

They told him—to the cent. They were able to do this through the activities of an affiliated organization, Ewart Brothers, Inc. There are four Ewart Brothers, and the senior Ewart—Scotchmen all and builders all. They came to Columbus and organized Ewart Brothers, Inc., fourteen months ago. In addition to a very extensive program of local building, Ewart Brothers maintain an organization of such size and character as to handle construction work for The Minter System whenever desired. The firm recently received

the contract to build a Minter system brick plant at Fredonia, Kansas.

The company building the brick plant may do its own construction work, if desired, securing the service of a Minter System engineer as inspector to carry out all details of the work. The average manufacturer, however, not being a practical builder, will spend more, and take about twice as much time to do the work as would be required by a well organized construction company. The utilization of the plant would therefore be delayed that much, and frequently such delays are costly.

When The Minter System is called into consultation, the first step is to make a test of material to be used by the brick plant—provided, of course, it is not an old plant, with the quality of the clay already thoroughly demonstrated. Its engineers make careful and exhaustive investigation and report the exact facts to the client. Often the report is unfavorable, and the plant is not built.

A complete record is kept of the operation of the Minter System in the various plants where it has been installed—a record of service and of results. Exact reports can therefore be supplied.

All sales are serviced, no matter where the plant is located. The company has a staff of engineers who service as well as supervise. A Minter System *must* make good—and, as a matter of fact, does.

Under this system, the wasting of heat is reduced to the extreme minimum. Toll is taken of every heat unit, either in drying or burning, and so it is a very small fraction of the heat that escapes.

Of its very nature, a Minter installation is a substantial investment, running into money right along. The Minter System in its ownership is in, and for Columbus, and all the money received by the firm is paid out locally, in the form of salaries and wages, in purchase of material and equipment, and in local investments. The firm has its castings, sheet metal work and special equipment manufactured in Columbus.

Columbus is a typically successful industrial town, and one of its brightest chapters is supplied by the really inspiring record of The Minter System.

COLUMBUS IRON WORKS CO.
THE WORLD'S PIONEER ICE
MACHINE MANUFACTURER

(Continued from Page 35)
expect a large volume of Southern business on account of its location.

Officers of the Columbus Iron Works Company are: W. C. Bradley, president; D. A. Turner, C. D. Cabaniss, E. S. Waddell, M. A. Cook, vice-presidents; G. N. Hunter, secretary and treasurer.

The Formula for Coca-Cola Was Originated by a Columbus Druggist 46 Years Ago

COCACOLA, the most popular soft drink in the world, is a Columbus, Georgia, product. Forty-six years ago the formula for Coca-Cola was conceived by the late Dr. J. S. Pemberton, Columbus druggist. It soon passed out of his hands, and the commercial manufacture of the drink first began in Atlanta. In those early years it was a football of fortune, and it is an interesting coincidence that after the sale of the formula by Dr. Pemberton it reverted to a Columbus man, Woolfolk Walker, who was the third owner of the drink. A few months later Mr. Walker sold out to Asa G. Candler.

Columbus has always been intimately and peculiarly identified with Coca-Cola. A Columbus man invented it. Columbus drug stores were among the very first buyers of the new syrup. Today a Columbus man, William C. Bradley, is chairman of the Coca-Cola board, a position he has held for some years.

Dr. J. S. Pemberton was a resident of Columbus for years and operated a drug store here in the 'seventies and 'eighties. His place of business was the old Hood & Pemberton store on the west side of Broad street, between Tenth and Eleventh streets. Dr. Pemberton was an expert chemist, a man of fine education, and very enterprising. In his laboratory there were first produced: Coca-Cola, the Tonic; Stylingia, the Blood Purifier; Globe Flower Cough Syrup.

One of the first Columbus purchases of Coca-Cola was by the City Drug Store. This initial purchase was one gallon, shipped in a tin can.

* * *

"Coca-cola was originated in May, 1886, after numerous tests, experiments and changes," so one of its semi-official histories runs. It was first dispensed from the soda fountain operated by Willis E. Venable in Jacob's Drug Store, Atlanta. The first bill for advertising was paid May 19, 1886. During the summer months sales were made to local dealers at \$2 per gallon, put up in jugs and tin cans. On September 29 of that year a cut of a parody on Coca-Cola was made by James P. Harrison & Company and it was printed on a small number of cards and distributed as an advertisement. Total sales during the year 1886 were possibly 25 gallons and perhaps \$25 was paid out for advertising purposes.

* * *

Years ago a small pamphlet was printed giving the history of Coca-Cola. Only a few copies of it are now in existence. The following information regarding the early development of the drink comes from that source:

"A few small sales of Coca-Cola were made in February and March, 1887, and a traveling salesman employed from about April 1 to July 8. During this time 990 gallons were sold, mostly in cities not far distant from Atlanta. Small advertisements were placed in papers of Atlanta, Columbus, Griffin, Birmingham and Memphis. Total sales during the year were 1,049 gallons.

"June 28, 1887, patent was registered in Washington, D. C., and on July 8 transferred to Venable & Lowndes. December 14, Venable & Lowndes trans-

ferred their interest to Woolfolk Walker & Company. April 17, 1888, one-half interest was transferred by Woolfolk Walker & Company to Asa G. Candler, then in the wholesale drug business. From April 1 to September 3 of that year 1,233 gallons of Coca-Cola were sold. During the season it was manufactured by F. M. Robinson in a small apartment in the basement of the drug store of Asa G. Candler & Company.

"August 30, 1888, Asa G. Candler purchased the remaining interest, giving him the entire ownership and control of the preparation, and placed the manufacturing and advertising of it in the hands of F. M. Robinson, continuing the business management in connection with his wholesale drug business during the years 1889, 1890 and 1891. January 29, 1892, a charter was granted by the superior court of Fulton County for The Coca-Cola Company. February 22, organization of The Coca-Cola Company was complete. A board of directors was elected and Asa G. Candler was chosen president, F. M. Robinson secretary, assignment of all interest in Coca-Cola by Asa G. Candler to the Coca-Cola Company being made."

Woolfolk Walker, referred to in the foregoing, was a citizen of Columbus.

Coca-Cola is today sold throughout the greater part of the Western hemisphere. There are Coca-Cola branch houses in Canada and Cuba and in all parts of the United States. An unofficial estimate of the consumption of Coca-Cola syrup in 1927 is 22,817,265 gallons.

The Coca-Cola Co. has always been a heavy advertiser. It is a tradition that each year 25 per cent. of its gross income for the previous year goes into advertising; at any rate, the percentage is quite large.

* * *

It was not until about 1900 or 1901 that the bottling of Coca-Cola in a systematic, recognized way began. The first bottling plants were in Atlanta, Chattanooga, Macon, Birmingham and Augusta, and shortly thereafter the first Columbus plant was opened.

The Coca-Cola Company was then negotiating with the live, successful bottlers of the several Southern cities to bottle its product. Today the Coca-Cola bottling privilege is highly prized and is an asset of real value. In those early days it was not understood what tremendous proportions this branch of the soft drink business was going to assume in a few short years.

The Coca-Cola Company entered into a contract with Columbus Roberts, a successful bottler of Opelika, Ala., in 1901, by which Mr. Roberts was given the bottling privilege for the Columbus and Opelika territories. He could have had more territory simply by asking for it.

Coca-Cola had already been bottled for about a year in Columbus by a local bottler, who used fountain syrup. In April, 1902, Mr. Roberts opened his first bottling plant at the corner of First avenue and Thirteenth street, in the rear of the old Bize drug store building. He moved to Columbus in 1903. The Coca-Cola Bottling Com-

pany was incorporated by Mr. Roberts, and in 1905-06 the company built its present splendid plant on Sixth avenue, south of Twelfth street. This plant has a bottling capacity of 3,000 cases a day.

Mr. Roberts found it impracticable to serve from Columbus all the territory that had been assigned him and sold off his Coca-Cola bottling right in 5 sections, and his company now confines its activities to the Columbus territory proper. It is said that the Columbus plant is one of the three Coca-

Cola bottling plants in the state that have the largest output.

Mr. Roberts is progressive and enterprising as a business man and has made Columbus a valuable citizen. He has made money in Columbus and has invested it in Columbus. He is active in public movements and is enthusiastic over the future of Columbus.

Mail a copy of the Centennial Number of the Industrial Index to your friends.

The New England Mutual Life Insurance Co. Of Boston, Mass.

Was organized in the seventh year of the

CITY OF COLUMBUS

Columbus is not the largest city in the state but we believe it to be the best.

The New England Mutual is not the largest company in the United States, but it is the oldest and we believe it to be the best because since its beginning the Company has been operated for the benefit of the policy holders who are the sole owners.

We are here to serve you and our contracts are written to protect your loved ones and your interests when you die, and to protect you, if you live. If financial misfortune overtakes you, our contracts do not penalize, but give you every advantage to the fullest extent of strict mutuality, in spirit as well as in letter.

Columbus, Georgia, and the New England Mutual enjoy their reputation because theirs was not a mushroom growth. They grew slowly, upon a solid foundation which panics, booms, epidemics and hard times have never been able to shake.

The celebration of the next hundred years will find them still in the lead.

JOHN C. CARTER

District Manager.

Drink

Coca-Cola
In Bottles



Delicious and Refreshing



Columbus, Georgia, is 100 years old and Coca-Cola is 42. Both are outstanding successes. Coca-Cola is the world's most popular drink—and Columbus' brilliant industrial achievements speak for themselves.

Coca-Cola was born in Columbus and is the city's most famous product. Most heartily does it join in the joyous Centennial celebration of the old home town!

Columbus Coca-Cola Bottling Co.

Columbus, Ga.



This is the Advertisement you have seen in all the Newspapers.

**Really Serving
The
Offices of Columbus**



Ask us for any item that you need
in your office



**PARMER'S
Office Equipment Company**

1307 Broadway

Phone 185

Columbus, Ga.

Muscogee Bank & Trust Co.



A Modern Bank and Trust Company
with
complete facilities

Why Columbus Is One of the Most Beautiful of Cities

Written by the late Henry R. Goetchius, January 8, 1922.

ATE in September last I was returning from a trip north. In the early morning, when my berth was being made, I took a seat adjoining. A very solid-looking business man, seated on the same seat, engaged me in conversation. We were passing through the southern part of North Carolina. At first our talk was about the growing of cotton and the disastrous work of the boll weevil. In this conversation I happened to mention that I was from Columbus, Georgia. Immediately the face of the stranger brightened and he said:

"Columbus, Georgia, is a very beautiful city and seems to have combined with beauty of streets and parkways, a great deal of business activity and has every evidence of enterprise. I live in the north but have traveled extensively and I have been to your city recently. I was very much struck with it. I have often wondered how Columbus, Georgia, was enabled to combine with its broad and ample and beautiful streets its apparent successful arrangement of business and industrial enterprises. Perhaps you can give me some information."

"I think it would have been a great thing for other cities of our country to have had the same idea in view when they were laid off. For an increasing population there is every necessity for these broad and ample, paved streets to be maintained and for ample trees and grass plots to be left and all similar facilities given for the health and comfort of the people. The people of the cities in our common country do not seem to realize that trees and vegetation generally are not only a thing of beauty and pleasure, but that they furnish one of the best of health giving mediums for all living animals. Without them there could be no oxygen, which we all know is absolutely necessary for the lungs. It seems to me that, in the southern climate especially, the shade of the trees for many months in the year is indispensable."

"Tell me how Columbus, Georgia, seems to have the advantage of every

city in your country in this respect. Savannah, Georgia, is much like Columbus in maintenance of her streets with her trees and parks."

I explained to him that when the town was incorporated the act of 1827 required the commissioners to select a tract of 1,200 acres and to lay off, at first, not less than 500 one-half acre lots with proper streets and squares having commons land outside. The commissioners made the streets run at right angles, and in accordance with this direction, they put the north and south streets, now called avenues, from one hundred and twenty to one hundred and fifty or sixty feet wide, and to preserve the health of the people they afterwards did, as was done in Savannah. Trees were planted everywhere. The act of 1827 prohibited any alter-

ation or shutting up of the streets, and later the act of 1873 named and directed the commissioners of commons to lay off the commons. This was done on the same line as the old city.

Later when the city had attained such growth that paving had to be done, the plan was adopted of parking the side of the streets and placing the driveway in the middle. This plan was carried out with an eye also for beauty and utility, and is one reason that we are proud to be told that we have one of the most beautiful as well as practical cities in the Union. I further told this man that of late years the city required in some cases, the public utility corporations to preserve this arrangement and place their wires and their poles so that these would not interfere with the beauty of our streets

and that these health giving and beauty giving trees and parks should not be disturbed.

I am sure I was speaking for the city at large when I told this man that many communities like ours had reached the conclusion that everything should not be sacrificed for the attainment of money.

I stated to him further that in recent years the women of Columbus were taking an active part towards preserving all things which make for the city good and that the men were responding readily to their demands in this particular.

I stated further to him that it was regretted by all the people that in the earlier years the territory north of the old city had not been laid out with the same view of preserving broad and ample streets and making parkways and planting trees for the future.

You can rest assured that as a citizen from Columbus I was much gratified when thus away from home to hear her praises sounded from a man who seemed to have traveled and to have a high order of intelligence.

Highlights in the History of Columbus

(Continued from Page 37.)

there is now between ten and fifteen million dollars. Improvement and development plans call for an ultimate expenditure of at least twenty-five million dollars. Yearly construction averages around a million dollars.

* * *

Columbus is growing so fast and in so many ways and in so many different directions that it is difficult to follow it all, much less enumerate it. The city is under commission government, with notably progressive and at the same time sound and business-like policies, and has a substantial program of public improvement each year. The county (Muscogee), well managed, without a dollar of bonded indebtedness builds roads and bridges each year and in recent years its construction record has been notably fine. The city owns its waterworks and this department operates at a profit. A large

street paving and sewer construction program proceeds steadily.

* * *

The increase in population in Columbus from 1910 to 1920 was in excess of 50 per cent. this setting a record for the Big Five of Georgia cities. Since then the rate of increase has been still greater. The city has today, including its Alabama suburban city population, separated from Columbus proper only by a river, a population of around 65,000. Building has proceeded at a remarkable, really wonderful rate, most of it being in suburban sections where there is room for expansion. New subdivisions spring up almost over night. Great as has been the activity in Columbus real estate in recent years, local realtors anticipate still greater sales and development this year and during the next few years, for city growth has attained such proportions and such a momentum that its continuance is assured.

A Happy Jolly Family,
As Healthy as can be.
Kenny's Norwood Coffee
Is their secret—Don't you
see?

C. D. Kenny Co.

1139 Broadway Phone 162
Columbus, Ga.

LIBERTY

*"The gas with the Power
and the Miles"*



Station of United Oil Corporation at 1217 First Avenue. Phone 1033



Station of United Oil Corporation, Southeast Corner Fifteenth Street and First Avenue. Phone 527

Complete Service for Your Car

FISK Tires

EVERITE OIL

PARALINE (100% Paraffin) Oil

Washing, Polishing, Greasing

OPEN ALL NIGHT

Road Service

UNITED OIL CORPORATION

United Oil Corporation is strictly a home enterprise. Every dollar we make remains in Columbus.

14 Stations in Columbus and Vicinity

COLUMBUS, GEORGIA

An Appreciation

Columbus, Georgia! What a town! What a people! How pleasant it is for one's lot to be cast in such a place, amid such delightful surroundings, among such folks!

"The best town in the world," we call *our* town: "The salt of the earth," we call *our* people.

Strangers are apt to smile at this a bit, and call it hyperbole, when Columbus people begin to talk about Columbus . . . But if they tarry with us awhile, they understand.

Columbus has been good to the Williams Lumber Company as an institution, and to us who make up the company. From the beginning it received our efforts kindly; it has been generous and loyal in patronage, and it has co-operated with us in a full-hearted way in what we have undertaken. In such an atmosphere of friendship and co-operation it is not surprising that our institution and our service have grown and expanded.

Most earnestly have we of the Williams Lumber Company sought to meet this wonderful spirit half-way! Our best thought, our best effort, have been to give to this community a building material and construction service that would meet its every requirement. We have enlarged our manufacturing facilities so as to meet the requirements of peak-load periods; we have extended our manufacturing connections, we have strengthened our lines wherever possible, and we have addressed ourselves to the problems and responsibilities of co-operative building in a broad and sympathetic way. We keenly realize that every new home for Columbus not only builds up property values and the tangible wealth of our community, but builds up *character*, for one becomes a better citizen when he becomes a home-owner. One of the greatest satisfactions that has come to us of the Williams Lumber Company has been in assisting young people to build homes—homes of their very own, made sacred by holy ties, by love, and often by glorious sacrifice.

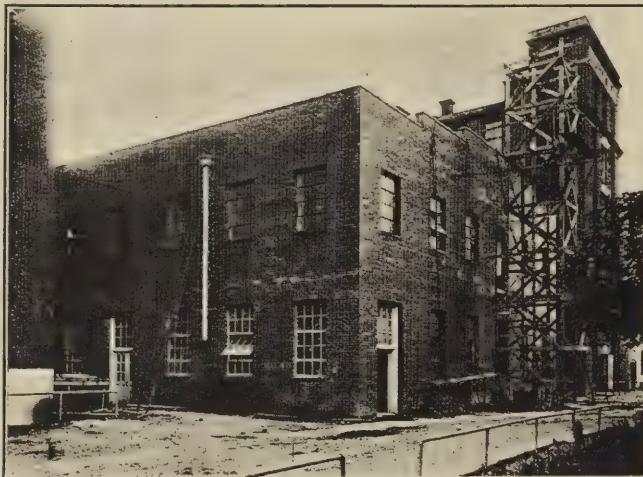
The calls made upon our organization have been, and are, such to make a complete service absolutely necessary. We provide a full and dependable service in both building and building material. The large construction contracts received by the Williams Lumber Company are handled by the J. P. Bradfield organization, which is affiliated with this company. Mr. Bradfield, a capable and experienced building contractor, who has handled many construction jobs, including numbers of large projects, is thoroughly equipped for any class of contract.

In conclusion—A purely personal word, from the heart: I have esteemed it both a pleasure and a privilege to have taken personal part and to have joined hands with others in the glorious work of developing Columbus—of making it a better, a more livable town; with pleasant, convenient homes, with modern commercial buildings, with public structures combining both beauty and utility. I hold in deepest appreciation the kindly and generous manner in which my own efforts along this line have been received by our home people.

CHAS. F. WILLIAMS.

Expert Commercial Contracting Services

The Williams Lumber Company is proud of its fine list of better-built Columbus commercial buildings. As examples of our contracting skill, we submit the following.



Addition Eagle & Phenix Mill



Plant of Southland Pecan Company



Plant of The Tom Huston Peanut Company

The Williams Lumber Company operates a well arranged and thoroughly modern planning mill and woodworking plant for the manufacture of sash, doors, blinds, interior trim and general lumber. It is a pleasure to submit an estimate on your requirements.

WILLIAMS LUMBER CO.

Columbus, Georgia

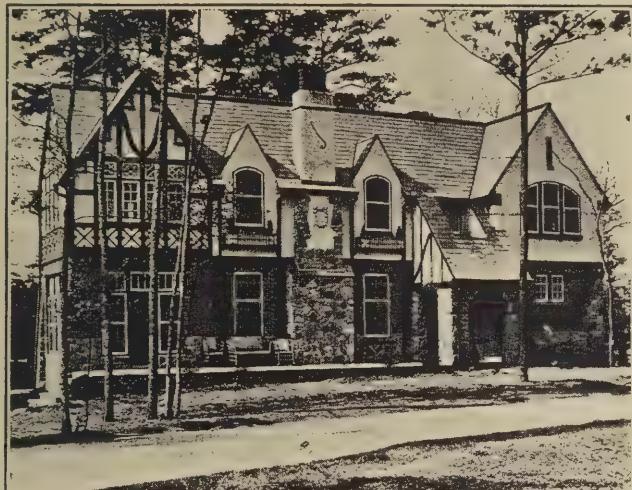
C. F. Williams, President

J. P. Bradfield, Leslie Long, Vice-Presidents

D. L. Johnson, Secretary-Treasurer

Home-Building a Williams Specialty

Hundreds of beautiful homes in every section of the city, and their satisfied owners and occupants, bear testimony to our home-building handcraft. We regret lack of space prevents showing in this section but four residences completed by us in the past twelve months.



Burrel Cole Residence



Robert R. Tompkins Residence



Edgar C. Mayo Residence



William R. Ford Residence

The Williams Lumber Company handles general building materials on a large scale, its lines including lime, cement, plaster, roofings, etc. We will be glad to figure with you on any of these items.

WILLIAMS LUMBER CO.

Columbus, Georgia

C. F. Williams, President

J. P. Bradfield, Leslie Long, Vice-Presidents

D. L. Johnson, Secretary-Treasurer

Soliciting Large Construction Projects

The J. P. Bradfield organization provides a contracting service equipped to handle any size contract anywhere in the Southeast. As examples of our skill and workmanship we are pleased to submit the projects pictured below.



White Laundry.



Loewenherz Building



Goodwear Tire Co. Station

Other contracts handled by this organization include Central of Georgia Depot, Thomaston, Ga.; Telephone Exchange, Thomaston, Ga.; Eagle & Phenix mill addition, Columbus; Lummus Cotton Gin Co. warehouse addition; Columbus Electric & Power Co. office building; Columbus Fender & Body Works plant.

We Invite You to Allow Us To Submit an Estimate On Your Work—Anywhere in The Southeast!

J. P. BRADFIELD
GENERAL CONTRACTOR

Phones 246-247

Columbus, Ga.

1038 Thirteenth Street

Of the Building of Many Homes There Is No End

The greatest home-building wave in the history of Columbus began several years ago and still sweeps strong and high up the beach of progress. The home building activities in this community have been, and continue, remarkable. Several years ago, when Columbus began to grow and build at the greatest rate in its history, there was a tidal wave of home construction. Further impetus to this movement was given when the city practically doubled its incorporated area, giving city conveniences and facilities to what had been suburban sections. Year after year home building continues in really remarkable volume. The residences shown on this and succeeding pages are homes which have been constructed since July last. The fact that construction in such volume—and of such type—is recorded for a period of just nine months illustrates rather vividly the extent, and the quality, of home building in this community.



Residence of Burrel C. Cole, Dinglewood. John C. Martin, Jr., Architect. Williams Lumber Company, Contractor.



Residence of E. Oren Smith in Overlook. Designed by owner and built under his supervision.



Residence of R. R. Tompkins, Woodcrest. Chas. F. Hickman, Architect. Williams Lumber Company, Contractor.



Residence of Tom Huston, Green Island Hills. Chas. F. Hickman, Architect. The Jordan Company, Builder.



Residence of J. Ewart, Jr., Strathmore Park. Designed and built by Ewart Bros., Inc.



Residence of M. M. Minter, Strathmore Park. Designed and built by Ewart Bros., Inc.



Residence of Mrs. W. Ewart, Strathmore Park. Designed and built by Ewart Bros., Inc.



Residence of T. M. Teal, Willard street, Strathmore Park. Designed and built by Ewart Bros., Inc.



Residence of C. W. Wooldridge, Jr., St. Elmo Place. Designed and built by Ewart Bros., Inc.



Residence of L. E. Floyd, Strathmore Park. Designed and built by Ewart Bros., Inc.



Residence of D. G. Wallace, Forest avenue, Peacock Woods. John C. Martin, Jr., Architect. Ewart Bros., Inc., Contractors.



Residence of William R. Ford, Green Island Hills. F. Roy Duncan, Architect. Williams Lumber Company, Contractor.



Residence of George M. Wheat, Green Island Hills. E. Oren Smith, Architect. Built by The Jordan Company.



Residence of Thomas Johnson in Weracoba Heights. C. F. Hickman, Architect. Williams Lumber Company, Contractor.



Residence of J. Tom Bell, Chambers street. Designed and built by Ewart Bros., Inc.



Residence of John Hinton, Weracoba Heights. Designed by owner.



Residence of George McCollister, Phenix City. John C. Martin, Jr., Architect.



Residence of Schley Gordy, Hilton avenue. John C. Martin, Jr., Architect. M. L. Wade, Contractor.



Residence on Second avenue, north of Eighth street. A. Spano, owner. W. C. Whitaker, Contractor.



Residence of William Hassett, Weracoba Heights. C. W. Buck & Sons, Contractors.



Residence of B. J. King, Britt Addition.



Residence in Strathmore Park. Designed and built by Ewart Bros., Inc.



Residence of Edgar C. Mayo, Buena Vista Road. F. Roy Duncan, Architect. Williams Lumber Company, Contractor.



Residence of A. J. Little, Wynnton Heights. Designed and built by A. B. Johnson.



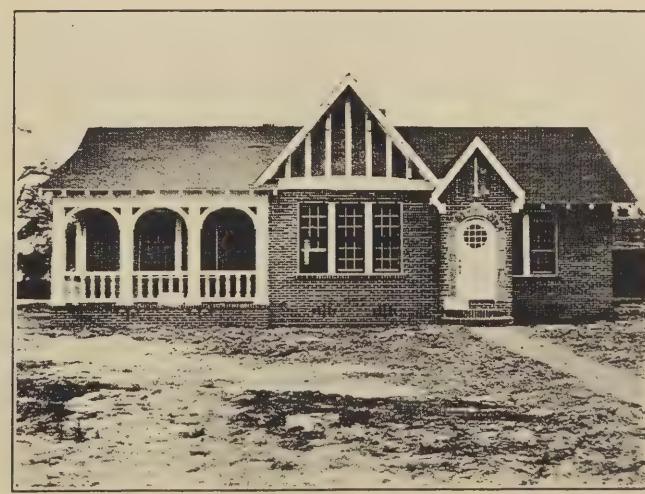
Residence of Worth Wells, Oak Circle. F. Roy Duncan, Architect. Cooper Lumber Company, Builder.



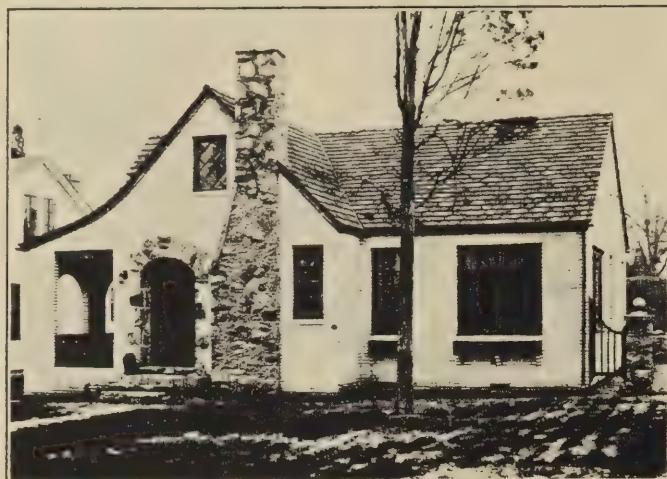
Residence on Forest avenue built by Flournoy Realty Company. John C. Martin, Jr., Architect.



Residence of Mercer Graddy, Weracoba Heights. Designed and built by Williams Lumber Company.



Residence built by Albert S. Woolfolk in St. Elmo Park.



Residence of J. D. Thomason, Cedar Avenue. F. Roy Duncan, Architect. Ewart Bros., Inc., Contractors.



Residence of C. P. Chambers, Brown street. Designed and built by Ewart Bros., Inc.



Residence of G. I. Purvis, Owsley Place. Designed and built by Ewart Bros., Inc.



Residence of Mrs. H. H. Baxley, Weracoba Heights. Designed and built by Ewart Bros., Inc.



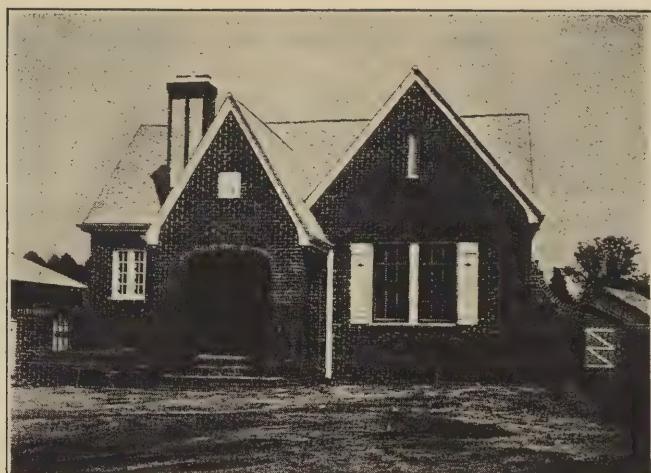
Residence of F. Hamburger, Weracoba Heights. Designed and built by Ewart Bros., Inc.



Residence of Mrs. Juliette Ogletree, Wynnton Circle. Designed and built by Ewart Bros., Inc.



Residence on Eberhart avenue designed and built by Williams Lumber Company.



Residence on Eberhart avenue designed and built by Williams Lumber Company.



Residence in Weracoba Heights built for sale, by M. C. Barlow.



Residence in Weracoba Heights built for sale, by M. C. Barlow.



Residence of Theo. Matthews, in Weracoba Heights. Rufus Jones, Jr. Contractor.



Residence in Weracoba Heights owned by R. P. Spencer. Built by A. S. Woolfolk.



Residence in St. Elmo Park built by C. W. Buck & Sons.



Residence in Weracoba Heights built by C. W. Buck & Sons.



Residence built by Carl Cooper on Schaul Street.



Residence of W. C. Bazemore, Waverly Terrace. Designed and built by Ewart Bros., Inc.



Residence in St. Elmo Park built by C. W. Buck & Sons.



Residence in East Wynnton owned by Albert Dudley, Seale, Ala. J. C. McCraney, Contractor.



Residence of W. W. Rainey, Jr., Wildwood Circle Addition. Built by Flournoy Realty Company. John C. Martin, Jr., Architect. Parker A. Allen Contractor.



Remodeled residence of J. E. Humes, Wynnton Drive.



Residence of Dr. John H. Winn, Wildwood Circle Addition. Built by Flournoy Realty Company. John C. Martin, Jr., Architect. Parker A. Allen, Contractor.



Residence in Wildwood Circle Addition built by Flournoy Realty Company. John C. Martin, Jr., Architect. Parker A. Allen, Contractor.



Residence in Wildwood Circle Addition built by Flournoy Realty Company. John C. Martin, Jr., Architect. Parker A. Allen, Contractor.



Residence in Wildwood Circle Addition built by Flournoy Realty Company. John C. Martin, Jr., Architect. Parker A. Allen, Contractor.



Residence for Model Homes Company built by Marshall Morton. Chas. F. Hickman, Architect.



Residence for Model Homes Company built by Marshall Morton. Chas. F. Hickman, Architect.



Residence for Model Homes Company built by Marshall Morton. Chas. F. Hickman, Architect.



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Residence for Model Homes Company built by Marshall Morton. Chas. F. Hickman, Architect.



Residence for Model Homes Company built by Marshall Morton. Chas. F. Hickman, Architect.



Residence in St. Elmo Park built by Columbus Investment Company. John C. Martin, Jr., Architect. Albert S. Woolfolk, Contractor.



Residence of J. L. Freeman, St. Elmo Place. J. C. McCraney, Builder.



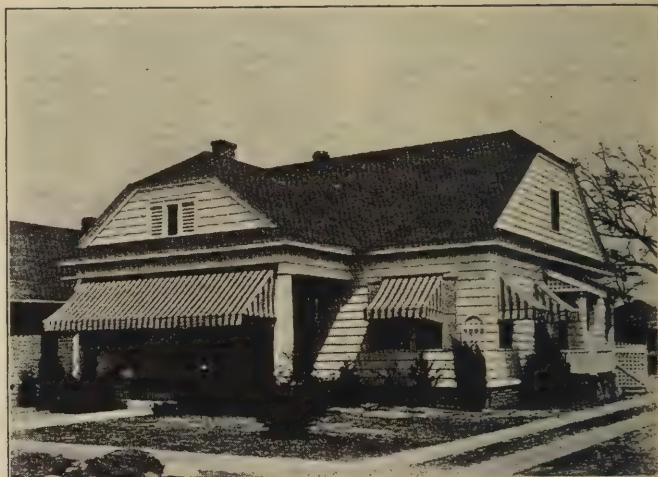
Residence in St. Elmo Park built by J. C. McCraney.



Residence in St. Elmo Park built by J. C. McCraney.



Residence in Gordon Court, designed and built by Chas. F. Hickman.



Residence of W. T. Patterson, Weracoba Heights, J. C. McCraney, Builder.



Residence on Seventeenth street, opposite Weracoba Heights. Designed and built by J. W. King.



Residence of Dan Dull, Dinglewood, photographed while under construction. Designed and built by owner.



Residence in Oak Circle, designed and built by Cooper Lumber Company.



Residence on Tate Drive, built for Carter Woolfolk, by Albert S. Woolfolk.



Residence of A. O. Blackmar, Jr., Cherokee Avenue. Designed and built by owner.



Residence on Lawyers Lane built by J. C. McCraney.



Residence on Tate Drive built for the late L. M. Thweatt. John C. Martin, Jr., Architect. M. L. Wade, Contractor.



Residence of Tom Tugle, Gordon Court. Chas. F. Hickman, Architect. W. C. Whitaker, Contractor.



Residence of C. C. Greene, Lawyers Lane. J. C. McCraney, Builder.



Residence of R. C. Johnson, Rose Hill Heights. M. L. Wade, Builder.



Residence of N. E. Stuardi, Shaul street, Britt Addition. Built by Ed Cooper. Carl Cooper, Contractor.



Residence of Grady Marshall, Britt Addition. Built by Ed Cooper. Carl Cooper, Contractor.



Residence of M. H. Latham, Bell street, Britt Addition. E. S. Gates, Contractor.



Residence on Gould Street, East Wynnton, built for J. W. Cooper by Carl Cooper.



New residences on Twenty-first street, East Highlands. Reading from left to right, residences of W. H. Williams, Snellings Lumber Company and Thomas Cumbas. M. L. Wade, Builder.



Residence of Mrs. J. W. Farr, Werocoba Heights. John C. Martin, Jr., Architect. M. L. Wade, Contractor.



Residence of T. J. Welch, Rose Hill Heights. M. L. Wade, Contractor.



Residence of Miss Fannie May Adams, Rose Hill Heights. E. S. Gates, Contractor.



Residence of Mrs. Laura Morris, Rose Hill Heights. M. L. Wade, Contractor.



Residence of Brainerd Huling, Rose Hill Heights. Robert Revels, Contractor.



Residence of William C. Webster in Rose Hill Heights. J. P. Bradfield, Contractor.



Residence built by Clyde Lawrence in Rose Hill Heights. M. L. Wade, Contractor.

Columbus, Georgia

The Gateway, for a Hundred Years, to the Rich Chattahoochee Valley

Offers:

MANUFACTURERS

—A dependable supply of contented native labor; practically unlimited hydro-electric power; abundant raw material from nearby fields, forests and mines; ample transportation facilities, and five years tax exemption for new industries.

INVESTORS

—the assurance of safety guaranteed by a century of progress and prosperity.

HOMESEEKERS

—ideal living conditions under a progressive, commission-form of municipal government; modern homes, churches of every denomination, grammar, high and industrial schools, business colleges and conservatories of music; excellent theatres, country club, tennis

courts and golf links, swimming pools and river boating; playgrounds and other recreational facilities; league baseball, intercollegiate foot ball games at municipal stadium and other sports at Columbus and Fort Benning nearby.

FARMERS

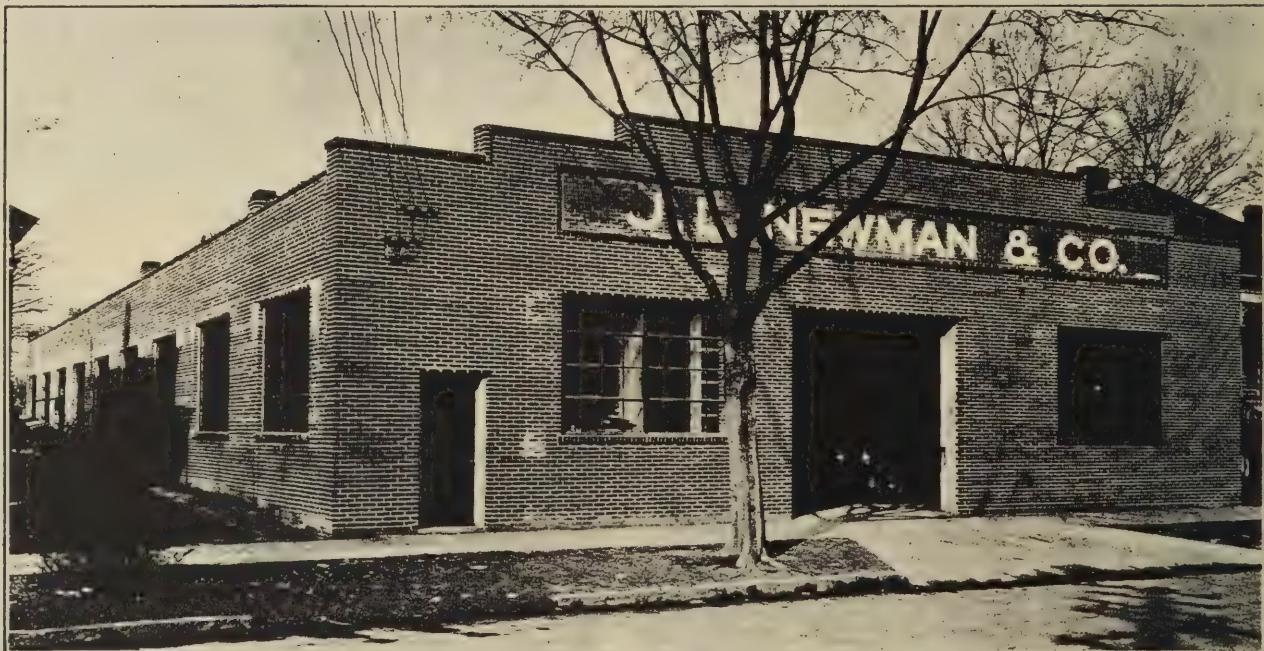
—A profitable market for fruit and vegetables, the product of poultry and dairy industries and staple crops moved over splendid highways.

TOURISTS

—A cordial friendly welcome where they may enjoy a climate without extremes of heat or cold, the comforts of excellent hotels, and shopping facilities to meet every need.

Come To Columbus—A Welcome Awaits You

COLUMBUS CHAMBER OF COMMERCE



New Plant of J. L. Newman & Company, 1523 First Avenue, Columbus, Ga. C. W. Buck & Sons, General Contractors. Designed by International Steel & Iron Company, Evansville, Ind., which fabricated and supplied the steel for this structure. Bowstring-type roof, with steel trusses. Cost of building, site and equipment, \$35,000.

Builders of Commercial Bodies—Hearse Bodies a Specialty

Repairing Body and Fenders
Auto Painting
Duco Finishing

J. L. NEWMAN & CO.

Windshield Glass
Door Glass

Commonwealth Building & Loan Association

A MUTUAL ASSOCIATION

Organized to serve the best interests of this community and to promote thrift and home ownership

OUR LOAN PLAN IS VERY ATTRACTIVE

You can join this association and receive full earnings on your money plus absolute safety, availability, tax free. Investigate without delay.

12 Thirteenth Street

Phone 3200

Further Camera Reports on the Home-building Line



Residence of Sam Cohn, 831 Second avenue. F. Roy Duncan, Architect. Butts Lumber Company, Builder.



Residence of E. A. Oliver, East Wynnton. J. C. McCraney, Builder.



Residence of S. H. Blackwell, Lawyers Lane. C. M. Allen, Builder.



Residence of Mrs. E. L. Cook, Rose Hill Heights.



Lewis & Monk Filling Station and Accessory Store, Corner Fifth Avenue and Twelfth Street.

The **GENERAL** CORD
TIRE
GAS—OIL—VULCANIZING—ROAD SERVICE

LEWIS & MONK

12th St. and 5th Ave.

PHONE 1708



Compliments
of
SILVER'S
5 & 10c and \$1.00 Store

Terminal Hotel
COLUMBUS, GA.

"THE TRAVELER'S HOME"

Without Bath
\$1.50

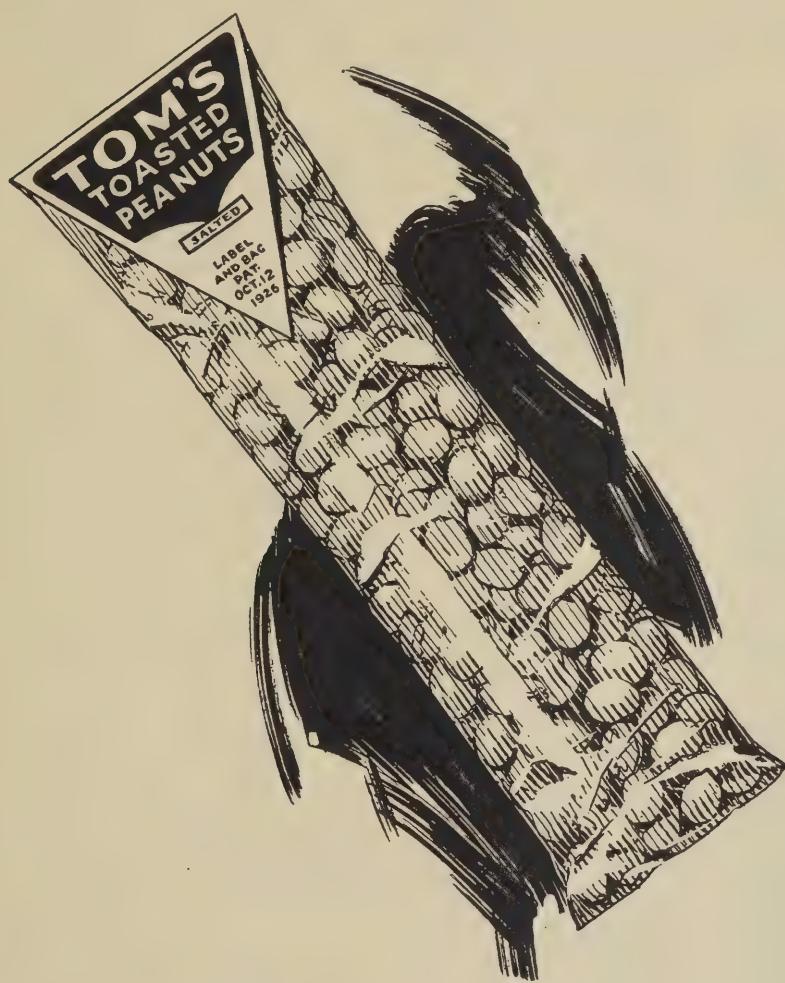
With Bath
\$2.00

RUNNING WATER, STEAM HEAT AND PHONE
IN EACH ROOM

Opposite Terminal Station

A. A. LANGHORNE, Mgr.

-famous for flavor!



Our special *toasting* process brings
out all of the goodness of these
Selected Spanish Peanuts

-Tom

Tom Huston Peanut Co.

Home Office: Columbus, Ga.

The Story of the Building of the Georgia Midland & Gulf and Columbus Southern Railroads

Columbus civic spirit never found finer or more heroic expression than when it built the Georgia Midland & Gulf Railroad and the Columbus Southern Railroad, 40 years ago. In all the great achievements of the city's history none surpass these two exploits, both of which were carried through to a successful conclusion in the face of conditions that often seemed hopeless. Columbus' railroad situation at that time was desperate and the city urgently needed these two lines. There was then no direct railroad line to Atlanta, the railroad to Birmingham had not been completed, and the only city with which Columbus had direct rail connection was Macon. How the situation was materially changed for the better through the sheer enterprise and courage of Columbus citizens, with the assistance of other interested communities and friends at a distance, is told in this article.

A FIVE-YEAR period centering in 1887-1888 constituted the greatest railroad building era in the history of Columbus. Within these years three railroads leading out of Columbus were constructed. The effect on the transportation situation of this city was far greater than the facilities provided by these three lines, for they stimulated the extension of other railroads, brought about reduction in freight rates, improved passenger service, and in other ways were of substantial benefit to this city and section.

The people of Columbus, under capable and energetic leadership, and with the aid of outside capital which believed in this territory and its possibilities built the Georgia Midland & Gulf Rail-

It was originally planned to build the Georgia Midland & Gulf Railroad as a short route to Atlanta. The line as surveyed to Atlanta was a little less than 104 miles.

It was planned to build the Columbus Southern Railroad to Valdosta and thence into Florida. Subsequent developments made it necessary to change these plans, and Athens was selected as the terminus to which the Georgia Midland & Gulf Railroad was to be built, the line deflecting from the Atlanta route in the general direction of Athens.

Albany became the terminus of the Columbus Southern Railroad.

Heroic Days

It was an epic, indeed, when these groups of enterprising and stout hearted Columbus citizens undertook and carried into successful completion the construction of these two railroads.

Those who took part in these two notable enterprises practically all have passed away, but among the three or four still left is the outstanding personality in these projects which had such a profound effect on the fortunes and destiny of Columbus. Reference is made to G. Gunby Jordan to whom Columbus is indebted more than to any other one person for the building of these two railroads and the other transportation benefits that resulted.

Mr. Jordan, who is now in the youthful section of the eighties is not only alive, but very much alive, and is extremely active. He is, as always, at the forefront of civic service, and is making a characteristic contribution to the further advancement of his home community just now, in that he is serving as one of the County Commissioners at a time when Muscogee county is making the greatest forward step in its entire history, paving its roads and making and planning other substantial public improvement.

A "Bottled Up" Town

The railroad situation at Columbus at the time when enterprising and public spirited citizens of this community advocated the building of a railroad to Atlanta and reduced this from the stage of promotion to an actual rail line, was desperate. The only city of consequence with which Columbus had direct rail connection was Macon. The railroad to Birmingham had not been completed. There was no direct line to Atlanta, and all railroad travel from this city to Atlanta was by way of Opelika.

The building of the Georgia Midland & Gulf and Columbus Southern railroads influenced the almost immediate construction of a line to Americus. It had its effect in hastening the building

of the extension to Birmingham, and brought about the extension of the line from Greenville to Newnan, thus giving the Central of Georgia railway a Columbus-Atlanta line. In addition to all this it permanently brought two great railroad systems, the Southern and the Seaboard Air Line, into Columbus.

Mr. Jordan Takes Hold

Going back to the early beginning of the Georgia Midland & Gulf projects we find that originally Jos. W. Woolfolk undertook with the engineer, Arthur Pew, to run a railroad line from Columbus to Atlanta, and agitate the necessity for a construction of this road. Mr. Woolfolk's duties in his warehouse business were so urgent that he could not give the proper time to this important public enterprise and at the request of many citizens, business men of Columbus, G. Gunby Jordan undertook the task of constructing a competing railroad line into this city.

Mr. Jordan had just voluntarily retired from the Eagle & Phenix Mills early in 1886. One can well imagine the bounding energy at that period of his life, when he was in the early forties, and the enthusiasm and ability with which he undertook this tremendous responsibility.

The story of these two railroad lines with all the developments, checks, disappointments, struggles and final triumph after overcoming almost insurmountable obstacles, would fill a book, and in this article only the high points can be touched upon. However, enough will be given to show the sheer courage, the quality of imagination and the supreme determination by which Columbus business people, with the assistance of outside business interests, including the local communities involved and also distant capital, hammered these enterprises through to a successful conclusion.

Four Incorporators

The Georgia Midland & Gulf Railroad was incorporated September 29, 1885 by G. Gunby Jordan, J. W. Woolfolk, M. Edgar Gray of Columbus, and Chas. L. Davis of Meriwether county. This was the complete list of incorporators. All that these four men proposed to do was to build a 104-mile railroad line.

Seaton Grantland of Griffin was elected president, and Chas. L. Davis treasurer of the company.

The directors of the Georgia Midland & Gulf Railway, numbers of whom were most active in lending their personal and financial assistance to this project were: Geo. P. Swift, Jr., Jno. F. Flournoy, J. W. Woolfolk, E. J. Rankin, of Columbus; Chas. L. Davis, of Warm Springs; W. J. Kincaid and

Seaton Grantland of Griffin, and others.

The Georgia Midland Construction Company was organized to do the actual construction. The officers of this company were: G. Gunby Jordan, president, J. E. Grannis, (New York) vice-president, M. E. Gray, treasurer.

Construction of the railroad began, as stated, in 1886. In the spring-summer of that year it had been completed to Waverly Hall. July 15, 1887, the company began running trains into Griffin. December 1, 1887 the line was open through to McDonough, with schedule.

Excursions on the new railroad were popular, and were of the keenest interest to people of Columbus and to those along the line.

Just nine days after the regular schedule was inaugurated to Griffin in 1887, a big excursion to that city for the benefit of the Columbus Public Library was carried out in great style.

The Financial End

The road cost \$12,500 bonds per mile, and some private subscription. The money was raised partly by subscriptions of individuals and corporations, but mainly by the construction company and through the issuance of bonds.

The city of Columbus did not directly take any stock in the company, but exchanged 1,000 shares of its holdings of Mobile & Girard Railroad stock (then held at nominal or no value) for Georgia Midland & Gulf stock.

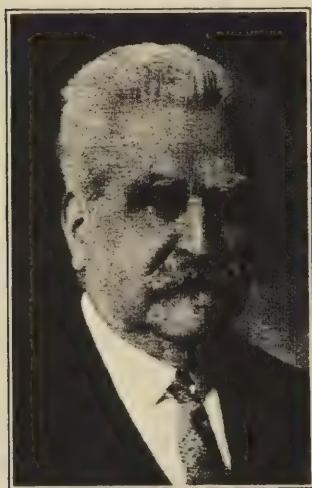
The Commons Commissioners, acting for the city of Columbus, turned over to the company about 24 acres for terminals, shops, sidetracks and like purposes.

* * *

Atlanta's Surprising Apathy

This encouraging beginning having been made, a strong committee visited Atlanta and asked, what Columbus naturally insisted upon, some reasonable subscription from Atlanta. That city was then in the throes of a prohibition campaign, and very little interest was taken in this proffered railway. When it was considered how much the railroad would have meant to Atlanta, and when the characteristic enterprise of Atlanta is also taken into consideration, it seems remarkable that that city was so slightly concerned over this important project.

A member of the committee who went to Atlanta, telling of the efforts made to interest this city in the Georgia Midland & Gulf, said: "One day a citizen of Atlanta would subscribe. A few days afterward he would cancel his subscription as he had just heard of a subscription that told him it was to be a 'wet' railroad. Then in a few days the 'wet' subscriber would cancel as he



G. GUNBY JORDAN

The master spirit in the construction of the Georgia Midland & Gulf and Columbus Southern Railroads.

road and the Columbus Southern Railroad.

This influenced the almost immediate construction of what was known as the Buena Vista & Ellaville, now the branch of the Central of Georgia Railway from Columbus to Americus.

The Georgia Midland & Gulf Railroad was incorporated September 29, 1885 by the Georgia Legislature. The company began construction of its line in 1886, and on December 1, 1887 it was opened through to McDonough, 98 miles.

The Columbus & Florida Railway Company was chartered October 13, 1885. Its name was changed to Columbus Southern Railway Company December 27, 1886. The construction of this road began November 22, 1887, and it was completed to Albany, Georgia, 88 miles April 12, 1890.

KING'S SELF-SERVICE STORES

100 Per Cent Grocery Service by 100 Per Cent Home-Owned Grocery Stores, Keeping 100 Per Cent of Their Profits in Columbus

The self-service cash grocery store has, beyond doubt, come to stay. It supplies the same goods for less money, with a form of service that reduces shopping time to the absolute minimum—another saving.

King's Self-Service Stores, home-owned, sell to the home people at prices that are rock-bottom. You cannot get lower prices, or better service, in Columbus.

The first King's Self-Service Store was opened 2½ years ago. Today there are seven of these stores, serving the city and suburbs. We are indeed grateful for the generous patronage we have received from our home people.

Money spent with the King Stores stays at home, enabling us to help build Greater Columbus.

If you believe in Columbus, trade with Columbus people

had just heard a 'dry' say he wished the road built."

Deflected Toward Athens

"So it came about," this gentleman continued, "that Griffin, Concord, Neal and other points heard of all this, got busy and sent in a strong delegation with the required (and more) in subscriptions. Then the line was diverted. The cause of this action was that the security holders of the Atlanta and Charlotte Air Line Railway (now the Southern) had leased their line to the Richmond and Danville Railroad Company on an earning sliding scale. They approached Columbus parties and agreed to assist in financing the railroad via Griffin and McDonough and on to Athens. The tonnage of the Lula connection with the Atlanta and Charlotte Air Line would help their earnings.

"The line to McDonough was then independent—it was the East Tennessee, Virginia and Georgia railway. It offered freight competition if the Georgia Midland & Gulf got there. So it was determined and so it went, making unfortunately another of the misfit, but highly useful rail lines into Columbus. It forced the Central of Georgia to build the line to Newnan. At a meeting of the Central board, when the Mobile & Girard stock was turned over to them, the certain construction of the line to Birmingham was promised. It follows that the action of Columbus in constructing the Georgia Midland & Gulf brought in sequence competition, the extension of three Central of Georgia lines, and finally the permanent entrance into this city of both the Southern and Seaboard systems.

Dickinson General Contractor

Major W. S. Greene arrived in Columbus October 6, 1885 to get up surveying corps to survey the route of the Georgia Midland & Gulf.

January, 1886, the board of directors of the company asked the Commissioners of Commons of the city of Columbus for terminal facilities.

P. P. Dickinson, of New York, took the whole line as general contractor. He received securities in part pay for construction work.

R. A. Lancaster & Company, of New York, sold the bonds.

The Georgia Midland & Gulf was the first railroad on record constructed by the aid of telephones. The right-of-way was cleared, poles were put in place, wires were strung and a telephone installed in each division engineer's camp along the line. Each night the chief engineer heard a report

from each division. The new line was open in about one year from dirt breaking into a connection at Griffin.

March 27, 1886, the name of the railroad was changed to the Georgia Midland Railway.

Why the "Gulf"

In this connection it is of interest that J. W. Woolfolk who was so active in projecting this important enterprise named the railroad "Georgia Midland & Gulf." He was actuated in adding "Gulf" to the name by the hope of getting the old graded Bainbridge, Cuthbert and Columbus line and extending the road eventually to the Gulf of Mexico.

This line became the J. P. Williams railroad with northern terminus at Richland, and extending to the Gulf of Mexico. It is now a part of the Seaboard Air Line system under a recent lease.

July 1, 1896, the Georgia Midland

Railway was leased by the Southern Railway, and has since been operated as part of the Southern Railway System.

The Substantial Benefits

The building of the Georgia Midland and Gulf railroad had its immediate effect on the fortunes of Columbus, which soon began to develop and progress at such a notable rate as to attract general attention throughout this section of the South. The new road opened a fine trade territory to Columbus, and provided a new route to Atlanta by way of Griffin and McDonough. In addition to the important transportation facilities thus provided by the new route, it has been truly said that the reduced fare over the Opelika road (previous to that time the only road out of Columbus to and from all points North and East), and the heroic reductions on all rates to and from Columbus repaid the people in one year for all their subscriptions.

dan, M. M. Hirsch, T. J. Pearce, Jas. A. Lewis, Carter & Bradley, L. F. Garrard, O. S. Jordan, W. S. Greene, Wells & Curtis, D. P. Dozier, A. A. Carson and C. A. Etheridge put up the money for surveys and expenses and had this all in shape when an agreement was made January 9, 1888, with the Chattahoochee Brick Company, of Atlanta, lessors of convicts of Georgia, to undertake this construction.

Mr. Jordan and W. B. Lowe went to New York and made an agreement with James Harle, to finance the rails, spikes and bridges. Mr. Harle died in New York, February, 1928. In the days when the Columbus Southern Railroad was built Mr. Harle was an active, ambitious cotton speculator. He was a nephew of John H. Inman, who was by odds the leading winner in the cotton market of New York in that period.

Shortly after Mr. Harle had cleared up over a million in a cotton corner he was seen by Mr. Lowe and Mr. Jordan, and agreed to finance the metal end of the Columbus Southern. Mr. Harle went into the matter in good faith, but overlooked the promise, prudently exacted of him by the Columbus committee, to put in trust, beyond the vicissitudes of cotton futures, about \$800,000. Before long Mr. Harle was caught in a crash of the market, and was bankrupt, and so the metal deal with him came to naught.

The Columbus Southern had to start all over again, and more modestly. It had been the intention of the incorporators to build to Valdosta and probably to Florida. The Georgia convicts who were used in building this railroad could be worked as far as the state line. When it became necessary to curtail the project Albany was chosen as the most available Southern terminus. Simon Borg & Company, of New York, undertook the financing.

All this meant delay and greater cost, but those who were behind this enterprise stuck to their guns and the road was completed within less than 26 months after construction began.

A. J. HECHT, Pres. C. K. HECHT, Vice-President J. B. HECHT, Sec'y-Treas.

GEORGIA PRODUCE COMPANY

Wholesale Fruit and Produce

9th Ave. Between 9th and 10th Sts.

Columbus, Ga.

Frigidaire

ELECTRIC REFRIGERATION



New Frigidaires of

Surpassing Beauty

with Tu-Tone Porcelain Cabinets

Created by Eminent Style Authorities

can be bought on The General Motors easy monthly payment plan. Instead of paying for ice always, let this money go on a Frigidaire.

25 Styles to Pick From
At Our Show Room

✓ ✓

Brown Electric Co.

1219 Broadway

Columbus, Ga.



Post Office Barber Shop

Post Office Barber Shop

103 12th Street

Everything New and Sanitary

PERFECT STERILIZED TOOLS

Courteous Barbers and Manicure Service

Patronage Highly Appreciated

M. L. HARDEN

Proprietor

THE HECHT CO.

**Store Fixtures
Butcher Outfits**

Restaurant Fixtures

Show Cases

115 Twelfth St. Columbus, Ga.

Columbus Leather Goods Headquarters

THOMPSON'S

Manufacture Harness and Saddles
Repair Trunks, Suit Cases and Harness

Full Line Dog Collars, Dog Harness, Etc.

Thompson's Hardware Shop

"Anything in Leather Line"

102 Eleventh St.

PHONE 1809
COLUMBUS, GA.

EWART BROS., Inc.

General Contractors

DEVELOPERS
OF
STRATHMORE PARK

ANNOUNCE with pleasure the opening of display rooms at 926 Broadway. Hundreds of building material items have been installed in this display room for the convenience of the prospective home owner. If you are considering building, by all means visit this display.



DEVELOPERS OF STRATHMORE PARK ADDITION



Panorama view of section of Strathmore Park, conceived and developed exclusively by Ewart Brothers, Inc.

GENERAL CONTRACTING

QUALITY is our slogan. Our organization and its buying methods, enable us to maintain the highest standard of efficiency at the lowest possible figure. Let us estimate for you, without obligation to you. "Not just Houses—Homes."

BRICK FOR PERMANENCE AND BEAUTY

COLUMBUS CABINET CO.

(Ewart Bros., Inc., Successors)

Phone 1810

Fixtures of All Kinds

Antique Furniture Repaired

Highest Class Cabinet Work
Store Fronts and Plate Glass
A Specialty

Columbus Paint & Glass Co.

"Pioneer Paint People"

Our new Columbus store backed by 47 years experience in this line. We came to Columbus because we liked the city and its prospects, and its people. We are glad we came and we're here to stay.

Benjamin Moore & Co. Paints

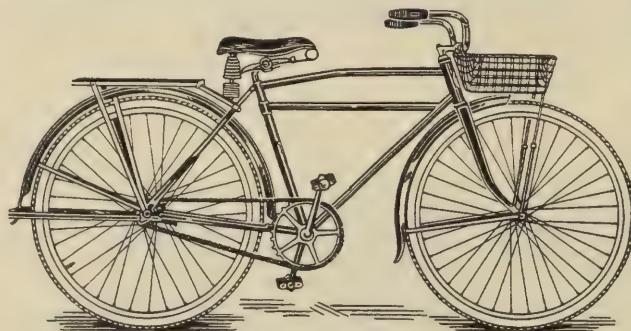
Full line Standard Paints,
Varnishes, Brushes

Complete Glass Stock—Prompt Service

1027 Broadway

E. W. Rinker, Manager

Phone 4039



FROM

1910 *Columbia* 1928
TRADE MARK
BICYCLES

Davenport Cycle Co.

The pioneer bicycle and children's vehicle merchants of Columbus.

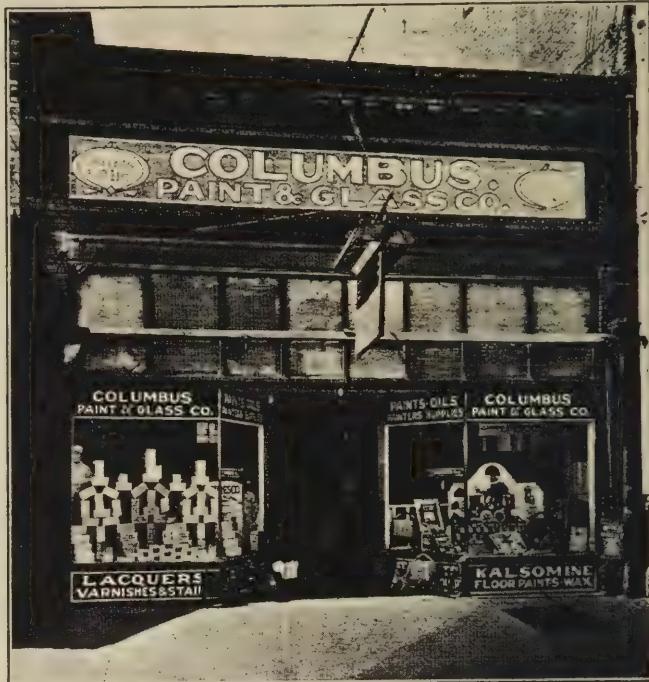
Keys duplicated and lawn mowers repaired. Imported "Jordan's Best" butcher knives and steels.

111 Tenth Street

Phone 2474

Ride a Bicycle

A New Paint and Glass Store for Columbus



Columbus Paint & Glass Company, 1027 Broadway.

A N interesting development of the year in building supply circles in Columbus was the opening of a brand new, well equipped, and thoroughly modern paint and glass store by the Rinkers, veteran paint people of Augusta, Ga.

The Columbus Paint & Glass Company, of which E. W. Rinker is manager, opened its doors at 1027 Broad street November 7, and has supplied a service in paint and glass which is sincerely appreciated by the local public. The business of the company has steadily gained, and now that the more active building period of the year has been reached it is acquiring considerable volume. The Rinkers have been paint people for 47 years, and are pioneers in this useful field. H. J. Rinker, who formerly lived in Philadelphia, went to Augusta a good many years ago and became actively and successfully engaged in the manufac-

ture and distribution of paint. His sons literally grew up in the business.

The Rinker interest has been expanding, and they have been on the lookout for live cities in which to open new stores. They were especially attracted to Columbus, not only by the volume of business and general activities in this city, but by the fine prospects of sustained growth. The local situation was carefully investigated by E. W. Rinker, and by his father H. J. Rinker, who at the time was by no means unknown to Columbus people, having more than once pleasantly visited in this community. They decided that the one outstanding opportunity in Georgia for the opening of a paint and glass store of the type conducted by Messrs. Rinker was in Columbus, and so a suitable store was leased and fully stocked with paint and glass, and the new Columbus Paint & Glass Company at once became an active and (Continued on Page 190.)

COMPLIMENTS

—of—

S. H. KRESS & CO.

5-10-25 Cent Store

1924 -

The Smallest Plant in Columbus

Producing the smallest volume of printing

1928 -

The Largest Plant in Columbus

Manufacturing the largest volume of printing

Our Growth Advertises
Our Product

Standard Printing Co.

Eighth Street at Ninth Avenue



Columbus, Georgia

We print the Industrial Index



Kayser-Lilenthal Windows



An Interior View Kayser-Lilenthal's

WITH our whole hearts we of Kayser-Lilenthal congratulate Columbus on the successful completion of its first century and on its brilliant prospects of continued growth. We know of no city whose future is brighter.

We have been increasingly sold on Columbus and its people from

the day this store opened its doors, nearly five years ago. If there is a better town—or better folks—we don't know where. Columbus has been good to us, with an appreciation of our stock, our service and our store policy that has warmed our hearts, and, here at the Centennial hour, we wish to make our most grateful acknowledgement.

KAYSER-LILIENTHAL, Inc.

"The Shop of Original Styles"

READY-TO-WEAR

MILLINERY

BEAUTY PARLOR

SHOES



New filling station and accessory store of King & White, 1017 First Ave.

TEXACO PRODUCTS KELLY-SPRINGFIELD TIRES

Vulcanizing—Washing—Greasing—Road Service

Storage—Day and Night

We Never Close

KING & WHITE

1017 First Ave.

Phone 368

We are here to serve
Columbus and Community

McCRORY'S

5-10-25c and \$1.00 Store

1124 Broadway

LET US SERVE YOU

"The World Moves—So Do We"

George McCollister Transfer Co.

Pack, Crate and Ship
Household Goods

Move Iron Safes

Operate in the Three Cities

Phone 1742 for prompt service

"We move everything except wells and post holes"



— LOANS —

Investigate the Housing Plan Loan of the Metropolitan Life Insurance Co. Appraisals made by our office and loans closed without delay. Life insurance not required.

Realty Loan & Title Guaranty Co.

Nos. 10-12 Thirteenth Street

Columbus, Ga.

Phone 3823

Columbus Bagging & Tie Company in Its New Plant



View of main building of new plant of Columbus Bagging & Tie Company. Complete plant has about 40,000 square feet of floor space, and represents an investment of about \$45,000.—Chas. F. Hickman, Architect. M. C. Barlow, Contractor.

THE Columbus Bagging & Tie Company began the present year in a large new plant, completed in 1927. The plant, which is modern in design and equipment, consists of two buildings, giving about 40,000 square feet of floor space. It is lo-

cated on the main tracks of the Central of Georgia and Seaboard Air Line Railways, in the southeastern suburbs.

The main building, which is shown above, is a brick structure, 200x100 feet, with a basement 100x100 feet. There is another building (of metal),

130x60 ft. The equipment is thoroughly modern.

The Columbus Bagging & Tie Company reworks bagging and ties, drawing its material from throughout the Southeast and selling the manufactured product throughout the cotton

belt. The company was established in 1908 and its business has steadily expanded. Its new plant represents an investment of about \$45,000.

D. S. Picard is president and Mark Sternberg secretary and treasurer of the Columbus Bagging & Tie Company.



Phenix-Girard Bank Building, Phenix-Girard, Ala.

The Phenix-Girard Bank

“Serves its Patrons”



Residence of Geo. McCollister, Phenix City, Ala. Covered with Eternit Asbestos Shingles.



Residence of J. W. Cooper. Roof and sides covered with Eternit Asbestos Shingles.

A large part of the roofs photographed in this issue were covered by us.
They speak for themselves.

Wilde Roofing Co.

1314 Broadway

Columbus, Ga.

MacDougald Construction Company

General Contractors

CONGRATULATIONS!

Our warmest congratulations to the historic and progressive city of Columbus on the completion of its first century, and on the inspiring record of that 100 years.

It is a happy coincidence that, while the Centennial is being celebrated, Muscogee county, itself extremely progressive, is in the midst of paving all its main highways at a cost of more than two million dollars.

MacDOUGALD CONSTRUCTION COMPANY

ATLANTA, GA.

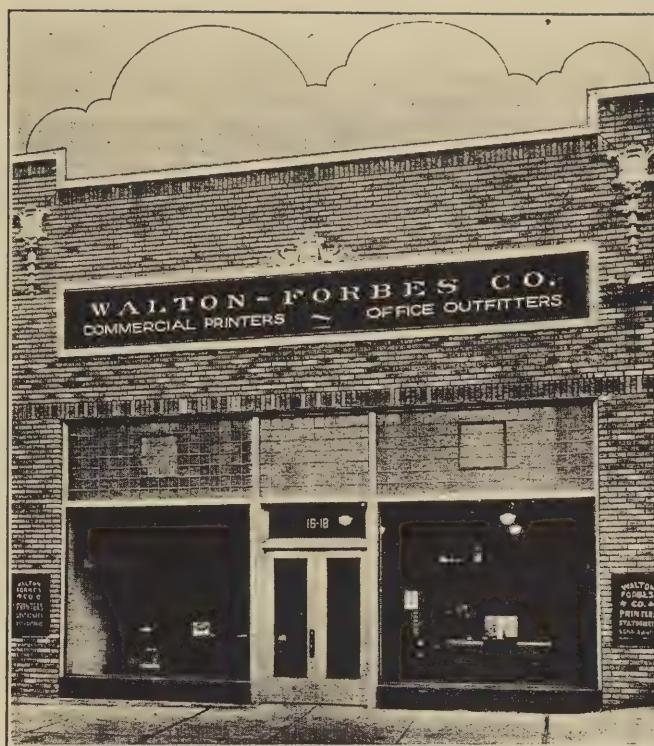
Now paving the Buena Vista and Cusseta roads of Muscogee county with asphalt. Our work is pictorially shown elsewhere in this issue.

The Steady Expansion of The Walton-Forbes Company

THE Walton-Forbes Company, printers and office outfitters, made the most notable expansion in the history of this growing enterprise during the past year when it moved into its new quarters, 16-18 Eleventh street. The new building, the front of which is here shown, was expressly designed for a printing and office supply business. It is a daylight shop, with complete natural illumination, so that no artificial lighting at all is necessary.

The Walton-Forbes Company moved into its new plant last August and business, already good, began to respond at once to its substantially enlarged facilities, so that the company's sales for the year 1927 showed a gain of 25 per cent over the volume of the preceding year. This was especially interesting and gratifying, in view of the fact that 1926 had itself showed a gain of about 25 per cent over the previous year.

This progressive company, thoroughly equipped with machinery of the very latest type, promises to break all its records this year, as the opening months of the year have been exceedingly busy ones at this establishment. The company is now handling a number of large contracts in addition to its general run of commercial printing. The volume of business in its office outfitting department continues to increase year by year. It is literally true that the Walton-Forbes Company now does as



New Plant of The Walton Forbes Company.

much business in a month as it formerly handled in a year, and its really remarkable growth and substantial success is most gratifying to the friends of the gentlemen who compose this company.

The new building of the Walton-Forbes Company provides 5,000 square feet of space on its main floor, for display room, composing room and press room, and also 2,000 square feet for storage on the mezzanine floor. Just across the alley in the rear the company has warehouse space for storage of the bulkier items.

The history of The Walton-Forbes Company is a fascinating story of growth of business and improvement and perfection of methods, and typifies the transformation that has taken place in recent years in the printing industry. The business was founded 34 years ago. The present management—Charles E. Walton, Jr., and Albert M. Forbes—took charge 12 years ago. At that time the equipment consisted of two job presses, a hand power paper cutter and a pony press. Today the company has a large equipment of printing machinery, much of it automatic, and also operates a large office supply department. The show room at its roomy new building is well adapted for the attractive display of the lines of office furniture, equipment and supplies handled by the company. The Walton-Forbes Company installed this de-

(Continued on page 190)

Printers - Stationers - Office Outfitters

OUR organization is composed of men whose permanence is based on their ability. We are prepared to handle your next piece of Printing without the usual grief and worry. We solicit your business on a basis of service, quality and price. Phone for a representative.

WALTON-FORBES COMPANY

16-18 Eleventh Street

Columbus, Georgia

From a Few Looms in Old Temperance Hall the Great Plant of Today: Swift Manufacturing Co.

THE story of the Swift Manufacturing Company, one of the major industrial enterprises of the community, is typical not only of the type of development of the Columbus textile industry, but is also vividly illustrative of the fact that most of that growth has come from within. The great cotton mills of Columbus are largely home owned, a fact alike complimentary to local investors and also to the quality of business talent which has guided these enterprises so successfully.

The Swift Manufacturing Company which now produces annually about \$2,500,000 of cotton products, including colored cotton goods and improved Mitcheline bed spreads—and which with its several buildings occupies a city block—had its modest beginning in the Old Temperance Hall, located at First avenue between Twelfth and Thirteenth streets.

The Swift Manufacturing Company was granted a charter in 1882, but previously the same interests had operated the "Excelsior Mills" which began as a weaving project in the Old Temperance Hall. The Excelsior Mills when first established bought their

yarns and made plaids and checks. Associated in the enterprise were the late G. M. Williams, William A. Swift, J. B. Holst and others. Mr. Emery was superintendent of the plant.

In 1882 the Swift Manufacturing Company was incorporated with \$113,000 capital stock, the incorporators being G. M. Williams, Major Louis Hamburger, W. A. Swift, Geo. P. Swift, Sr., and Geo. P. Swift, Jr. Practically all the original stockholders were Columbus people, and this is largely true of the personnel of the shareholders today. The Swift Manufacturing Company has always been essentially a Columbus enterprise.

The Swift Manufacturing Company built its first mill in the present location, buying the yarns, but as the company progressed carding and spinning equipment were installed in 1887. Their first mill was the nucleus of the splendid plant of today, with its several large buildings and modern equipment. The history of the plant has been one of continuous growth. The large new mill was built several years ago to provide

needed additional manufacturing facilities.

During the first few years of the operation of the Swift Manufacturing Company the products were colored cotton checks and plaids, and a few looms were started on Mitcheline spreads.

The mill in its older days had 10,000 spindles. The spindles have grown to 30,000, and now colored goods are made for both the domestic and foreign markets, and the company's products are in wide demand.

Products of the Swift Manufacturing Company are used for a wide variety of purposes. The company's Mitcheline bed spreads are famous, and constitute one of the most widely known textile specialties manufactured in Columbus. The Swift Manufacturing Company's goods are used for pants, shirts, overalls, and seat covers for automobiles. As a writer in the Columbus *Ledger* strikingly expressed it, "While a Georgia mule may be out in the hot sun wearing a sweat band covered with cloth made at the local plant, children are out on playgrounds under

canopies probably made of the awning stripes."

The late G. M. Williams, who was a leading spirit in the organization of the old Excelsior Mills and subsequently the Swift Manufacturing Company, headed the company for many years as president, and indeed was actively in charge until the time of his death. His son, Harry L. Williams, has been president of the Swift Manufacturing Company for quite a number years. Mr. Williams probably holds the distinction of having been elevated to the presidency of a textile plant at a younger age than any other chief executive of Columbus cotton mills.

The other officers of the Swift Manufacturing Company are: Paul K. McKenney, vice-president and treasurer; G. C. Barfield, secretary; Frank K. Petrea, superintendent. The directors are: Rhodes Browne, E. W. Swift, T. C. Hudson, John P. Ilges, Harry L. Williams, Paul K. McKenney and G. C. Barfield.

The capital stock of the Swift Manufacturing Company is at present \$600,000.

Columbus Truck & Supply Mfg. Co. Enlarges Plant



Plant of the Columbus Truck & Supply Manufacturing Company. To the left is shown addition to the plant built during the past year.

THE Columbus Truck & Supply Manufacturing Company, one of the growing and successful industrial institutions of Columbus, built during the past year a substantial addition to its plant, which is now in service. The above photograph shows the front of its building, including the addition recently constructed.

The Columbus Truck & Supply Manufacturing Company, which is headed by James W. Woodruff, has been established and doing an active business since 1905. This is a specialty enterprise, and has met with marked success in its field.

The company's products include the following: Morton raw stock dyeing machinery, Morton beam dyeing ma-

chinery, revolving dyeing machinery, bleaching machinery, dye and bleach beams, cotton mill doffing and roving trucks, warper attachments, cotton tie cleaning and straightening machinery. On the first two items mentioned the Columbus Truck & Sup-

ply Manufacturing Company is the patentee and sole manufacturers.

All of this equipment is sold to the cotton mill trade in Georgia, Alabama, Mississippi, Virginia, North and South Carolina and a portion of the New England States.

J. E. BROOKS
REAL ESTATE AND LOANS

Telephones 2473-2260 Columbus, Ga. 1332 First Ave.

EVERIDGE'S BAKERY
Pioneer Bakers of Columbus

BAKERS OF BAMBY BREAD
Best American made bread yet
Wholesale and Retail

109 12th Street

Phone 1332

Three Reasons for BRICK PAVEMENTS

1-

Because vitrified brick pavements are laid with a highly specialized, smooth, asphalt - filled wearing - surface that neither weather nor traffic can destroy. Nothing on wheels can damage such a surface, and,

2-

Because vitrified paving brick, themselves of attractive color, harmonize with the surroundings of countryside or residence districts as well as those of busy commercial sections. They are free from cracks, ruts or other surface defects that soon spell ruin for less durable pavements.

3-

Because the cost of brick pavements, lower than it has ever been through increasing use, is the least expensive of all pavements considering freedom from maintenance and repair, and a life far in excess of any other known type in general use.

SOUTHERN CLAY MFG. COMPANY
CHATTANOOGA, TENN.

Where You Can See —

HAROLD LLOYD
DOUGLAS FAIRBANKS
LON CHANEY
BEBE DANIELS
BILLIE DOVE
WALLACE BEERY
BUSTER KEATON
MAE MURRAY
JOHN GILBERT
NORMA TALMADGE
WILLIAM HAINES
VILMA BANKY
JACK HOLT

CLARA BOW
GLORIA SWANSON
JOHN BARRYMORE
MARION DAVIES
GARY COOPER
RAYMOND HATTON
ADOLPHE MENJOU
DOROTHY MACKAILL
RAMON NOVARRO
CONSTANCE TALMADGE
ESTHER RALSTON
RONALD COLEMAN
KARL DANE

CHARLIE CHAPLIN
MARY PICKFORD
RICHARD BARTHELMESS
RICHARD DIX
CORINNE GRIFFITH
EMIL JANNINGS
THOMAS MEIGHAN
JACK MULHALL
MILTON SILLS
FRED THOMPSON
NORMA SHEARER
COLLEEN MOORE
GRETA GARBO

—AND MANY MORE

*The Grand is
an Institution*

GRAND

*One of the Publix Theatres
Direction of Lucas and Jenkins*

The Grand Theatre to Expend \$45,000 in Improvements— Will Remodel and Refurnish Theatre

AN important improvement of the year in Columbus will be the remodeling and refurnishing of the Grand Theatre at a cost of approximately \$50,000. It will be virtually a rebuilt theatre and while not the largest in Georgia, will be as luxurious in its appointments as any to be found in the state.

The Grand has been an outstanding institution of Columbus from the day its doors were thrown open to the public, and the fact that this theatre, which is as popular by the people, as it is thoroughly high grade in pictures and service, is going to so completely improve its physical setting, comfort and service will be of genuine interest to Columbus people.

The work of remodeling and refurnishing, which has been definitely decided upon in detail, will be carried on in the summer months. In a sense no time is a good time to close and remodel a theater like the Grand which

occupies such a vital relation to the community, but it was decided that midsummer would be best for the work.

Both the exterior and interior of the building will be completely changed, and the architectural effects will be extremely pleasing. The plans as prepared by the staff architect of the Publix Theatres calls for a Moorish style, which will be followed both in the exterior treatment and also in the interior arrangement.

Plans call for a very handsome \$3,000 marquee which will be outstanding on that block of Broadway. The foyer will be larger than at present, but otherwise the entrance will be on the same general plan as at present.

New seating will be installed throughout the theatre, the specifications calling for chairs of a luxurious type, upholstered both in the seat and in the back.

Through a rearranging of the space, cutting off a portion of the present or-

chestra pit, which at present is rather too commodious, space for 50 additional seats will be provided.

The stage improvements will be extensive in character, plans calling for a new drop curtain, new foot lights, border lights, etc. The stage facilities will be considerably enlarged and improved, and the Grand will be in position to present prologues, special acts, etc., in a satisfactory way.

The heating and ventilating system of the theatre will be improved and extended so as to provide absolute comfort in any portion of the house, any season of the year.

The theatre will be beautifully decorated.

The Publix Theatre system acquired the Grand some years ago and has since given the people of Columbus high grade entertainment with first run pictures, the best of their class, characteristic of Publix Theatres all over the country. It is hardly necessary to emphasize the high class and outstanding position of Publix Theatres, or to explain their policy, which is so well known to the theatre public throughout the country.

December 1 last Lucas & Jenkins, widely known theater operators of Atlanta, Ga., who are managing a group of theatres in Southeastern cities and who are thoroughly familiar with local

conditions in their territory, acquired from the Publix Theatres a half interest in the Grand. The control and management of policy is with Lucas & Jenkins. The Publix Theatres retain their half interest and furnish the regular program of first run pictures, which has made their service so famous throughout the nation. The practical effect of this deal so far as actual service is concerned is to give Columbus theatres the benefit of the full service and operating experience not only of the Publix Theatres, but also Lucas & Jenkins, who have been notably successful in the Southeastern field.

Milton H. Kress is the capable manager of the Grand Theatre, and has served in that capacity for about a year. He is thoroughly interested in Columbus and is enthusiastic over the Grand Theatre and its enlarged opportunities when the improvements now planned are completed.

The Grand Theatre has always been comfortable, dignified and beautiful, and in the course of just a few months will be a scene of refined beauty and still more luxurious surroundings.

Z. Vance Butts has been orchestra leader at the Grand for more than a year. Mr. Butts is a skilled and talented leader, and the Columbus public has greatly enjoyed the orchestral renditions this theatre has given under his direction.

Prescriptions Filled by a Registered Druggist

WYNNTON PHARMACY

REX LAVENDER, Prop.

The Best Drug Store in Wynnton

Phones: 766-767

Branch P. O.

Wynnton Drive

Quality—Service—Courtesy

A Fine New Laundry Among the Year's Improvements



White Laundry, recently completed in Wynnton. Robert & Company, Architects, Atlanta, Ga. J. P. Bradfield, Contractor.

A SUBSTANTIAL improvement of the year in Columbus is the construction of the White Laundry at 2210 Wynnton Drive. This building was recently completed, and the new laundry will be opened May 7. The above photograph was made April 17.

The new plant, erected by White Laundry, Inc., is the latest word in design and equipment. The building is

56x123 feet. Both the interior and exterior are in white, and the laundry fully lives up to its title in its spotless appearance. Trucks will be in white and the drivers will wear white uniforms with black leggings. All the employees will be in white.

The new laundry company is composed of two aggressive and enterprising young business men of Columbus, Howard L. Loewenherz being president

and Jamie C. Ogletree, secretary and treasurer.

T. A. Brooks, a veteran laundryman of 30 years experience will be superintendent. Mr. Brooks comes to Columbus from Jacksonville, where he was with the Domestic Laundry for 12 years.

Mr. Elder, recently of California, will be in charge of the White Laundry dry cleaning department. The circumstances under which he comes with this new laundry are particularly interesting. Mr. Elder who has had extensive experience in this line and who is a recognized expert in this type of cleaning, has been a traveling instructor in dry cleaning work, lecturing to dry cleaners throughout the country and giving them practical demonstrations of how best results can be obtained. Recently he was in Columbus and gave instructions to local dry cleaners. One of the proprietors of the new laundry remarked that they would be glad, indeed, to have him at their plant. The remark was really spoken in pleasant jest, as they had no idea that Mr. Elder would seriously consider such a proposition. He is, however, tired of traveling and had decided to locate in some pleasant city, and a day or two after this conversation he agreeably surprised Messrs. Loewenherz and Ogletree by stating that he would seriously consider a proposition. They got together at once and so Mr. Elder becomes a citizen of Columbus.

J. P. Bradfield, contractor, began construction of the White Laundry January 10, and finished on schedule time. The new plant has all the latest equipment, and it is thoroughly modern in every detail.

Columbus is 100, Lee's is 68

SIXTY-EIGHT years is a very long time—slightly more than two-thirds of a century. And all now know what a proud distinction it is to be a century old. Columbus is, just now, a living illustration of the splendor of that fact.

The Lee Millinery Company, one of the old, honored mercantile institutions of this community, began its career selling millinery in 1860 and has been catering to the ladies in this city and vicinity ever since.

On March 17, St. Patrick's Day, the Lee store celebrated its sixty-eighth anniversary, an event of genuine interest because it represents another milestone in the career of this historic house.

A pioneer in an age of pioneers—Lee's; leaving a heritage of beauty and culture for future generations.

The dates, 1860-1928, are impressive, They mark what has been called "the wonder era of the world."

During the 68 years the Lee Millinery Company has progressed and developed and the quality of its service,

both artistic and practical, has constantly enhanced.

Lee's was the first millinery house in Columbus dedicated primarily to merchandise of beauty based on artistic appeal.

Lavishly appointed, the beautiful store of the Lee Millinery Company represents an investment of many thousands of dollars. The great windows there are among the most beautiful in the entire South, and are among the show-sights of the Columbus Broadway.

Crystal chandeliers, elegant French mirrors and mahogany fixtures, combined with Gothic art, lend added beauty to this lovely store. It has often been called the show place of Columbus.

Visitors to the Columbus Centennial have a special and cordial invitation to visit this beautiful store—a store as pleasant and hospitable as it is lovely.

Mail a copy of the Centennial Number of The Industrial Index to a friend. It will be interesting—and will be highly appreciated.

Hicks & Johnson Inc.

Corner Opposite Post Office
Columbus, Ga.

All mail orders filled and sent off promptly

Manufacturers of
GALASOL
An Internal Haemostatic

DERMAZOL
For Poison Oak and Poison Ivy

HISON'S GARGLE

Agents for
C. H. S. Cigars
Whitman's Candies,
Etc.

The New Royal Theater is a Notable Achievement



Installing seats in the new theater. The balcony, glimpsed above, is supported by steel girders weighing 60,000 pounds and 30,000 pounds, respectively.



The stage at the Royal

THE outstanding construction achievement of the year in Columbus is the new Royal Theater on Rose Hill. It may be truthfully said also, that the outstanding example of sheer enterprise, and faith in Columbus, of the current year is this same theater. Mr. Martin has backed his judgment with a quarter-million dollars.

The new Martin theater which has been under construction since March, 1927, which has just been completed, and which will be formally opened to the Columbus public April 30, is an enterprise of such magnitude that it fairly captures the imagination.

Mr. Martin, who is as original as he is enterprising, went nearly two miles from the business section of the city and built on a site less than a half-mile from the city limits a theater which in capacity, in equipment, in luxurious refinement and every detail of comfort or convenience would do credit to a city of a half-million inhabitants. The new Royal theater has a seating capacity of 2,800, and is larger than any theater in Atlanta, the capital city of the state.

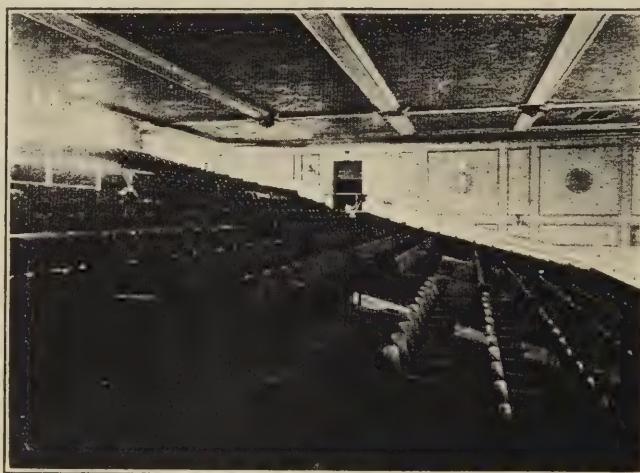
This really tremendous enterprise is intensely interesting no matter from what angle it is approached. It is impressive, first, because of its sheer size. The theater building proper fronts 83 feet, 6 inches on Talbot Avenue and runs parallel with Comer Avenue 200 feet. On the corner lot immediately adjoining, and connected with the theater building, is a handsome two-story building built by Mr. Martin at the same time, and there is an up-to-date drug store in this corner.

From the standpoint of thoroughness of construction and fidelity to the most exacting specifications making for strength and safety, the Royal Theater is outstanding.

It is of fireproof construction and built according to the provisions of the National Building Code. The walls are of solid brick, and floor and stairways are of concrete and tile.

There is a main floor seating 1,700, a balcony containing 1,100 seats, a lounge, smoking rooms, and rest rooms on the mezzanine floor and an extensive lobby.

There is a perfectly open view from the extreme rear of the theater to the



A view of the balcony, which seats 1,100.

stage, without the intervention of a single post. As first designed, the balcony was to be supported in part by columns, slender but strong. It was decided to do away with even this minor obstruction of the view, however, and so the balcony rests on great steel beams, which extend across the entire width of the building, 83 feet. One of these giant girders weighs 60,000 pounds and one 30,000 pounds. The balcony supports are tied deep in concrete, in the massive side walls. It is said that it cost Mr. Martin \$10,000 to make this change in his plans, but he is well pleased with results, as it gives absolutely perfect visibility from all parts of the house.

The stage is 83 feet wide from wall to wall and 55 feet deep. The stage opening is 40 feet wide. The screen on which moving pictures will be shown is 18 feet by 18 feet, 6 inches.

Dressing rooms to accommodate 100 have been provided. Showers, both hot and cold, have been installed.

A sprinkler system was installed over the stage, where there is a wood floor for dancing—this floor resting on reinforced concrete.

The entrance to the theater, which gives a fair index to the scene of luxurious loveliness within, is one of magnificence, elegance and refined beauty.

A crystal chandelier of truly magnificent proportions and dazzling beauty hangs like a great glistening jewel from the ceiling of the lobby.

The lighting effect of the theater as a whole is perfect.

The seating alone cost \$20,000. The chairs are of luxurious type, upholstered, and of handsome appearance. The frame is of steel; seats, supported by twelve springs, are of leather, and backs are a colorful velour.

The new theater is completely equipped for not only moving pictures and vaudeville, but road shows, and Mr. Martin with characteristic enterprise is arranging a program of entertainment for Columbus which will fully meet the requirements of this community. It is his personal ambition to give Columbus the same quality and the same variety of stage entertainment enjoyed by the people of the larger Southern cities.

T. Firth Lockwood of Columbus is the architect on the Royal theater, and A. B. Johnson and E. P. Hasteley were in charge of building. All construction was under the direct supervision of Mr. Martin, who was the master spirit not only in the inception of this enterprise, but in the execution of the idea in its numerous details.

Just as it required more than a year

to actually build the Royal, it was more than a year in planning.

Mr. Martin made three trips to New York, studying theaters there, and also several trips to Atlanta, just after the new theaters in that city had been completed, during the period when the Royal theater was being planned. He made careful study of the theaters of latest type, and incorporated the best of the ideas into his own project. Mr. Martin bought his lighting fixtures in Philadelphia and his chairs in Baltimore.

Columbus building material was used wherever possible in the construction of this mammoth theater. The brick were furnished by the Kaolin Brick Company. Concrete roofing tile was manufactured by the Concrete Products Company. The lighting installation was made by the Standard Electric Company.

Plaster ornaments were manufactured and installed by the Architectural Studios, of East Point, Ga., who had the contract for all the ornamental plaster work. Seating was provided by the Haywood-Wakefield Company of Baltimore.

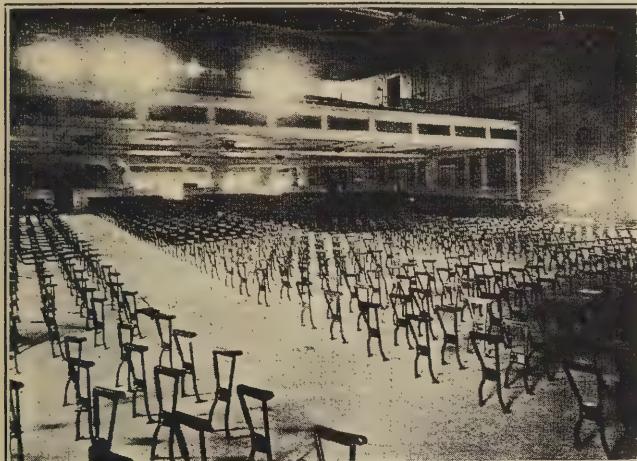
The draperies came from the Max Rosenberg Company and the settees, chairs and other furnishings for the mezzanine floor were supplied by H. Rothschild. Joy's has the contract to supply flowers for the mezzanine floor.

Dagostin & Angelini Bros., Inc., of Columbus, Montgomery, Mobile and Pensacola were the tile contractors on the new theater, with G. M. Tamburini in charge of the installation. This was an unusually large and really notable tile installation. Tile is used both lavishly and beautifully.

Heating and ventilating contract was taken by L. D. Herndon Company, this city. The steam heating proper was sub-let to the Service Company, Inc., of Columbus. Engineering plans were in charge of C. C. Hartpence, of Columbus, heating and ventilating engineer.

Mr. Martin owns adjoining property available for parking purposes, and there is also much parking space in the streets in that immediate vicinity. In all two acres of parking space are available.

In equipping and furnishing and beautifying the theater, every detail



A general view of the main floor of Royal theater, looking toward the rear. In the foreground, steel frames of seats.

has received careful attention, and the resultant product is a scene of luxurious, refined and satisfying beauty that is almost breath-taking. The sight of the theater and stage is a show in itself.

Roy E. Martin has been building theaters in Columbus for years, and it is extremely doubtful whether his theater construction record has been duplicated or even approached by any other individual in any other Southern city. In all he has built six theaters in this community, and has remodeled two. The magnificent Royal theater is, of course, the crowning achievement of his career as a theater builder and is the event of a life-time. Incidentally it is one of those community events of such magnitude and dazzling enterprise as come only once or twice in a decade.

This new theater project has increasingly engaged the interest and attention of Columbus people, and it has been literally a sensation not only as a building project, but as a business enterprise.

A broadcasting station has been installed at the Royal and this will give Columbus a service it has sadly needed. It is a 50-watt station, broadcasting from 500 to 1,000 miles. The station will send Royal programs, and through a simple telephone connection can broadcast sermons delivered at Columbus churches, addresses made at conventions, etc.

J. N. Morgan, who has been with the Martin organization for several years, and who has managed the Rialto successfully for the last two years, is the manager of the Royal.

Heating and Ventilating the Royal Theatre

(By C. C. Hartpence.)

THIS theatre is one of the largest projects in this state. The seating capacity is 2,800 people, and exceeds that of either Keith's or the Howard Theatre in Atlanta.

In order to arrive at the best heating and ventilating system, Mr. R. E. Martin, the owner and manager, made a great many trips to Southern and Eastern theatres of strictly modern construction, and discovered many types of heating and ventilating systems, and especially the latter.

During the last two or three years, theaters in the large cities have been equipped with refrigerating systems, designed to provide a really cool atmosphere, such as is experienced in spring and fall.

However, Mr. Martin was impressed with the desirability of using only natural air, provided it could be furnished in sufficient quantity, and with proper distribution and air motion, and with the omission of circulating wall fans. Disturbing sound must be eliminated, but the air motion must be sufficient to have additional cooling effect, it being remembered that theaters with refrigerating systems rely mainly on the temperature of the air, and have very little perceptible air motion. In other words, moving air has a cooling effect of several degrees, amounting to about

one-third of the maximum allowable cooling in refrigerating plants.

Two sirocco type American blower fans, driven with Tex-Rope drives by variable speed motors were installed. Each unit handles 80,000 cubic feet of air per minute. The air is brought in from the outside through specially constructed louvres, or air-inlets, and discharged into the auditorium at a velocity slightly over 2,000 feet speed, thereby maintaining a quiet operation of the fans, without the necessary use of annoying wall fans.

By adjustment of special outlet deflectors from the fans, the air can be distributed horizontally or vertically in any desired manner. Owing to the speed control, all requirements for ventilation can be easily met.

The heating system is a combination of steam heated air passing through these fans and steam radiators provided in certain parts of the building. While heating up this very large building, which has a capacity in the auditorium alone of 400,000 cubic feet, it is necessary to circulate the air very fast, in order to keep the heat from piling up at the ceiling. After the initial cold has been overcome, the system continues by using re-circulating ducts, and providing whatever proportion of fresh



Showing a section of the main floor of the new theater. In the foreground a few of the completed seats.

air is needed, according to the number of people in the house.

A vacuum electrical pump, automatically controlled, handles the return water of condensation, and keeps the radiators free from water, and therefore, fully heated. New type Aerofin copper and brass heater coils are used to warm the circulating air from the heating fan.

With the above equipment, the requirements for all seasons of the year are under complete control. It will be seen that in summer-time the air can be changed every two and one-half minutes. Combining this with the ac-

tive circulation around the building, and the uniform cooling effect of perceptible air movement, there is really abundant ventilation. This fully equipped system will be in keeping with the elaborate features of this up-to-date theater.

The complete heating and ventilating contract was taken by L. D. Herndon Company, heating, ventilating and sheet metal contractors, this city. The steam heating proper was sub-let to the Service Company, Inc., and the engineering plans were in charge of C. C. Hartpence, local heating and ventilating engineer.

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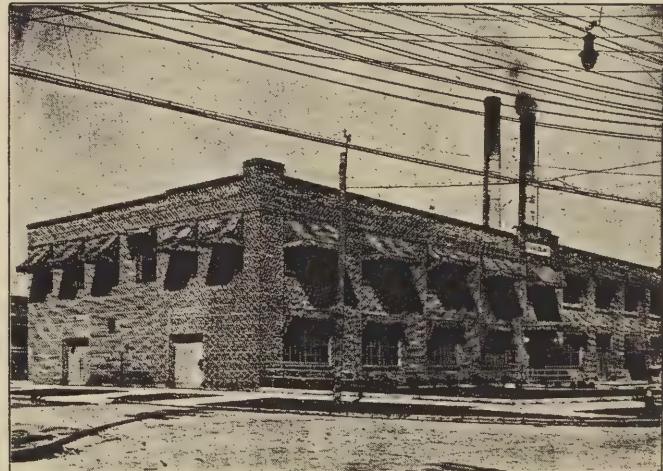
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1214 BROADWAY

The Famous Ship "Wanderer" and the Columbus End of the Story

Montgomery M. Folsom in The Atlanta Constitution—An article written about 30 years ago.

COVERED with years and honor and beloved and respected by a host of friends whom he has endeared to himself by his many acts of kindness and generosity, Colonel A. C. McGehee is living his life peacefully out at his home in Columbus, Ga.

A few days ago he celebrated the 70th anniversary of his birth at that home where he has lived for upwards of half a century. Although he is suffering from the effects of age and disease, he still preserves his mental faculties to a remarkable degree, and is one of the best informed men in the state in regard to the history of Georgia before and during the civil war.

He was a prime factor in many important events in Georgia history, assisted in the removal of the Muscogee Indians from their territory, after the "Creek Purchase," and thus added a large area of the best lands in the state to the public domain; was active in securing the building of the old Monroe railroad, now the Central of Georgia, between Macon and the village of Mar-

against slave trade, making it a capital offense for the owners of the vessels and those working them, should they be caught dealing in slaves.

But at that time the states' right sentiment was very strong in the slaveholding states, and prominent men did not consider it as impugning their honor to engage in the contraband trade, but rather looked upon the outwitting of the federal authorities as perfectly legitimate, and the enforcement of the law as another attempt on the part of the abolitionists to curtail the rights of slaveholding citizens.

It was this view of the case that actuated the gentlemen above mentioned, and they were not long in negotiating for a vessel that just suited the business. She had won a national reputation as being one of the fleetest sailing vessels in American waters, and she was appropriately named "The Wanderer." Captain Semmes, a brother of the famous Confederate commander, of Alabama fame, and a man of superb courage and exceedingly businesslike coolheadedness, was secured as commander of the vessel.

He had been engaged in trading with the natives along the west coast of Africa and was familiar with the habits of the savage tribes of the Congo country, and was well known as a daring sailor and one capable of steering clear of difficulties.

* * *

Her First Appearance

In the early summer of that eventful year there was a big regatta announced to come off in Brunswick harbor, and the owners of sailing vessels north and south were invited to participate in the sports incident to the occasion.

On the day before the great event a strange ship sailed into the harbor and the captain reported as "The Wanderer, Captain Semmes, hailing from Bedford," and applied for admission into the races. The managers saw that his vessel outclassed the others and declined to admit her, at which the captain protested loudly and became, apparently, very indignant, but in truth he did not care a straw about the races.

He was there for an entirely different purpose. He had sailed, up the Great Ogeechee river, then not much frequented by vessels, until he had found a secluded swamp about forty miles from the mouth of the river, which might be useful as a rendezvous for The Wanderer, and in which she might lie concealed without much danger of detection, for several days.

He had also familiarized himself with the inlets and outlets connecting the various bays and sounds along the Georgia coast with the main ocean. The trim appearance of his craft, and her beautiful lines, attracted much attention and loud were the commendations of the knowing salts in regard to her sailing qualities.

When the big race came off he followed the other vessels around the course, and at last, when near the entrance of the harbor, he hoisted sail and sped away before the breeze. The

Wanderer showing a clean pair of heels to the astonished commanders of the other craft participating in the contest. None knew his destination except the four members of the company who owned the vessel.

* * *

A Cunning Maneuver

Captain Semmes proceeded to take on a load of trinkets and gewgaws, brass wire and bright colored cloths, suitable for the African trade, with a liberal supply of beads and bandannas, and then, instructing his mate, with a picked crew, to steer for the mouth of the Congo and await his coming, he left the vessel.

With one or two trusty followers he boarded a steamer and gave it out that he was bound for the west coast on a combination trading and exploring tour, and exhibited his stock of trinkets which he had taken along as a ruse to conceal his real design.

He and his associates were put off at a point convenient to his destination and worked their way down to the Congo and reached the chief town of King Dahominey, the ruler of one of the smaller Congo provinces, in safety. The rule of King Dahominey extended several hundred miles into the interior. He was not a hard man to deal with, as he was fond of personal display and a great lover of rum, and he and Captain Semmes soon came to an amicable agreement.

For \$1 to \$2 per head, paid in beads and bandannas and other trinkets, Captain Semmes was to receive a cargo of 750 slaves, male and female, ranging from thirteen to eighteen years of age, to be delivered on a certain date of the mouth of the Congo. King Dahominey appeared to experience no difficulty in securing a sufficient number of his surplus subjects and they were driven to the coast, stark naked, and in the most abject condition, more brute than human, according to agreement.

The Wanderer was signalled and sailed up and dropped anchor near the landing place and the human freight was soon imprisoned in the hold of the vessel.

* * *

A Retreat on the Ogeechee

The Wanderer carried in her lockers the flags of all maritime nations so that she could match colors with any vessel that might hail her, but those were few, and she proved so unsociable that she generally declined to respond to any signals and ended by showing a clean pair of heels in case a fellow voyager attempted to grow too intimate.

The voyage was made without any untoward incident and the vessel ran into the mouth of the great Ogeechee river late in the year and found a safe retreat in the big swamp island. From there Captain Semmes communicated with Lamar, who was the prime mover in the expedition.

It was arranged that Lamar was to give a big ball and invite the officers of the garrison of the fort at the mouth of the river to attend, and he also insisted that the soldiers of the garrison partake of the good cheer. This was

done to give the Wanderer an opportunity to pass the fort, whose black-muzzled guns were a menace to all vessels that attempted to ascend the Savannah in a clandestine manner.

It was necessary that the ship should reach Lamar's plantation on the Savannah, and the only chance lay in the recourse of the strategem and right well was it carried out. When the hilarity of the officers and soldiers was at its height the Wanderer entered the river.

* * *

Under Cover of Night

Under cover of darkness the Wanderer stole stealthily up the river, under the guns of the fort, and past the city, reaching Lamar's plantation in safety without having been questioned.

There the human cargo was disembarked and the poor savages were turned over to the old rice field negroes, under whose tutelage an attempt was made to reconcile them to their sorrowful fate. Clothes were given them, but even though the cool weather had set in, they looked upon the garments with the greatest aversion, and it was a long time before they could be induced to wear even a coarse cotton shirt.

The lingo of the rice negroes was of such a grotesque nature that none but the closest observer would be able to detect the presence of the "new niggers," as the recent importations were called, from the old slaves, and they were kept there for several months, after which they were sent to New Orleans and sold.

The venture proved to be a very profitable one, as, after paying Captain Semmes \$3,500 for his year's work—it had taken a year to make the round trip—the owners had remaining \$10,000 apiece net profits.

Slaves that had cost from \$1 to \$3 apiece in the cheap trinkets with which they were paid for, brought from \$600 to \$700 in the open market, and the owners of the Wanderer were highly elated at the success of the expedition.

In the spring of 1859 the second voyage was planned on the same line as the first, and the Wanderer again sailed for the mouth of the Congo, and again Captain Semmes went by steamer, reached the capital of King Dahominey's province and opened negotiations.

* * *

A Superior Race

On the second occasion the savages near the coast had become more wary and were not so easy to catch, so that the barbarous chieftain had to send farther into the interior for his wares.

He secured 600 of the required age, but they were of a superior race to those who had been sold during the previous voyage, had small hands and feet, were lighter in color and more intelligent and tractable than the former cargo.

The voyage back was a stormy one, and the vessel had to make use of her best speed to escape being overhauled on the route, but she finally arrived near the Georgia coast late in the season.

(Continued on Page 190.)



COL. A. C. McGEHEE
Who would have celebrated his own Centennial, along with the city of Columbus, had he lived until today. For many years a prominent and useful citizen of Columbus. He died at the age of 75.

thasville, and was prominent in other public affairs.

In those early days Macon and Columbus were both of far greater importance than the northern terminus of the Monroe railroad, which has since developed into the proud city of Atlanta, the capital and chief commercial center of the commonwealth.

* * *

The Wanderer Company

In the spring of 1858 four prominent business men and planters, Richard Dickerson, of Richmond, Va.; Benjamin Davis of Charleston, S. C.; Charles Lamar, of Savannah, Ga., and A. C. McGehee, of Columbus, Ga., decided to purchase a vessel and go into the slave trade.

It was a very risky business at that time, as the United States government had just passed very stringent laws

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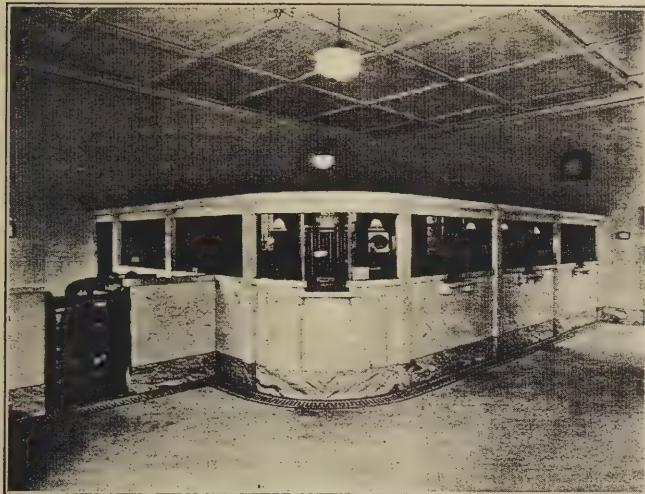
Plant of the Standard Printing Company, containing 14,000 square feet of floor space, and equipped throughout with modern machinery of the latest type, much of it automatic. One of the largest and most thoroughly equipped printing plants in the South. Built by the Williams Lumber Company as general contractors. The Industrial Index is printed at this plant. This issue is a very interesting illustration of the typographical facilities, and printing skill, of the Standard Printing Company.

The Latest Filling Station Completed in Columbus



New filling station and accessory store of The Goodwear Tire Company, Inc., Southeast corner of First Avenue and Sixteenth Street. Built by C. J. Edge. F. Roy Duncan, Architect. J. P. Bradfield, Contractor.

Muscogee Bank Improvements



Remodeled quarters of the Muscogee Bank & Trust Company.

THE Muscogee Bank & Trust Company recently completed interesting improvements at its banking quarters, the northwest corner of Twelfth street and First avenue.

A new entrance was provided, an additional safety deposit vault was installed, and a basement was constructed, for the storage of supplies and records. E. Oren Smith was architect and Albert S. Woolfolk, contractor, on these improvements.

The officers of the Muscogee Bank & Trust Company are: Rhodes Browne, president; R. P. Spencer, vice-president; H. K. Park, vice-president; Jno. W. Willis, cashier; J. Owen McNulty, assistant cashier.

Mr. Park, as active vice-president, has been in charge of the affairs of this bank for the past four years, and the institution has steadily developed under his progressive guidance. The Muscogee Bank & Trust Company's deposits at present run around three-quarters of a million dollars.

The U. S. census showed that during the last decade Columbus was the most rapidly growing Georgia city.

Sunbeam Co. Enters Columbus

THE Sunbeam Heating Company, of Chicago, opened a branch office in Columbus February 15 last, this being a practical compliment to Columbus, in recognition of the volume of construction in this city and section.

This factory branch office, located at 16 Thirteenth street, is in charge of Charles Rambo, an experienced heating contractor and engineer. The company installs warm air furnaces and also cabinet heaters.

HARRY STIVARIUS General Automobile Repairs

Prompt and Dependable Service

1733 Hamilton Ave.

Phone 106

City's Largest Gasoline Tank



Cheney-Blackmon Storage Tanks.

READY FOR ICY CHARGE



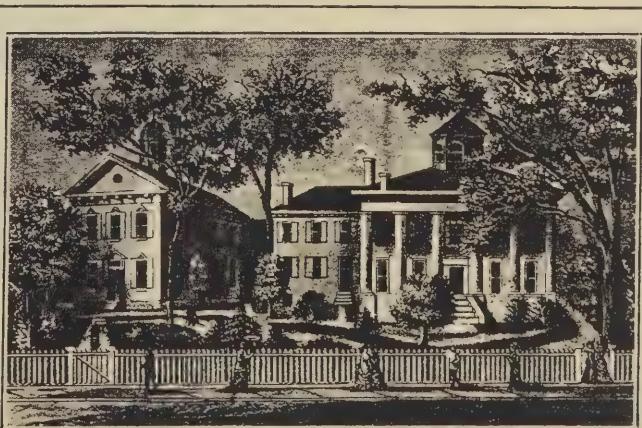
Plant of the Atlantic Ice & Coal Corporation. Trucks shown in readiness to depart on their rounds, delivering Atlantic ice to every section of Columbus and suburbs.

THE largest horizontal gasoline storage tank in Columbus or this section of the state was installed last year by the Cheney-Blackmon Company of this city. The new tank, pictured above, brings the total storage capacity of the Cheney-Blackmon Company to almost sixty-five thousand gallons of gasoline, or approximately eight full cars!

There is quite an interesting story of evolution connected with the construction of this last storage unit. The first Cheney-Blackmon storage tank held 12,500 gallons of gasoline. This was completed several years ago. As the months passed and Columbus motorists were more and more attracted to the big C-B filling station on the corner of First avenue and Eleventh street, a second tank had necessarily to be installed. The second unit was slightly larger than the first, holding 14,500 gallons, and bringing the total storage capacity to 27,000 gallons.

Yet in the past year Cheney-Blackmon storage capacity fell far shy of the demand of their trade and the above mammoth tank, which will hold 36,000 gallons, was installed.

OLD COLUMBUS FEMALE COLLEGE



The Old Columbus Female College, which stood at the southeast corner of Third avenue and Fifteenth street. A noted educational institution of its day, at which many Columbus women received their education. The college burned in January, 1884. Dr. G. R. Glenn was then its president.

The New Home of
“GOODYEAR TIRES”



We have chosen Goodyear because of their nation-wide reputation for Quality.

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COLUMBUS, GA.

Phone 4180

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Furnace Installations by Factory Mechanics, under Supervision of Company Engineers

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Phone 2544-WX

We knock our own brick

High Class Dixie Commons
at right prices

"MAHOGANY" Red Range Brick

Some of the prettiest buildings in Southeast faced with this brick.

SPECIAL KILN RANGE, a very unusual brick for high-class work.

Dixie Brick Co.

Columbus, Ga.

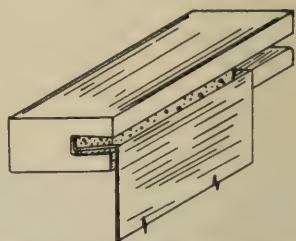
Atlanta Show Room: 206 Bona Allen
Bldg. J. H. Bickerstaff in charge

THE DIXIE FLASHING BRICK

Patent Applied For

Mortar Keys

Flashing in →



Architects and builders will readily see the applicability and utility of the new Dixie flashing brick herewith illustrated.

A roof against a parapet wall is no better than the flashing. If it leaks at the flashing it is a leaky roof.

Dixie flashing bricks, being the same size as the ordinary brick, are laid as simply, in every way, as the plain brick. No special preparation of any kind is necessary—they are laid at the flashing line, and that is all there is to it.

Where Oglethorpe Crossed



Boulder, erected in the Southern part of Columbus by the Daughters of the American Revolution, marking the spot where General James E. Oglethorpe crossed the Chattahoochee river, on the way to Coweta Town, to conclude his celebrated treaty with the Indians.

At the intersection of Broadway and Fourth street, near the southern boundary of the city of Columbus, a giant granite boulder has been erected by the Daughters of the American Revolution. The stone is thus engraved:

"Kenard's Trail or Ferry—Here General Oglethorpe crossed the Chattahoochee and at Coweta Town, Southwest of this point, signed his famous treaty with the Indians, August 31st, 1739. Erected by the Oglethorpe chapter, Daughters of the American Revolution, Columbus, Georgia, 1822."

This is characterized as one of the most important treaties in the history of the world. To the South, the English-speaking colony of Georgia was

menaced by the Spaniards. To the West was the power of France, then strong and aggressive. Between, was a confederation of Indian tribes. They could be hostile, or actively friendly or passively friendly, acting as a buffer. Their hostility would have greatly menaced, if, indeed, it had not been fatal, to the interests of the English-speaking people in this section of America. General James Edward Oglethorpe, founder of Georgia, diplomat as well as soldier and statesman, broke bread with them in their own town, about seven miles Southwest of the present site of Columbus, and smoked with their chiefs and wise men the pipe of peace. His mission was concluded with complete success after a long and tedious jour-

Another Columbus Distinction



Factory—and headquarters—of The Schwob Company, the South's Largest Tailors.

COLUMBUS is the headquarters of the South's largest tailoring enterprise—The Schwob Company.

The Schwob Company, headed by S. Schwob, and developed under his active personal direction, has had a career nothing short of remarkable. It is said to be one of the two largest patrons

of the Columbus postoffice, and men's suits made at this plant are shipped throughout the South.

All manufacturing operations are in Columbus, at the plant above pictured. On Page 181 is given a glimpse of the interior of the busy factory.

The Schwob Company operates retail stores in Columbus, Griffin, LaGrange, Albany, Macon, Atlanta, West Point, Rome, Valdosta, and Athens, Ga., Birmingham, Dothan and Ensley, Ala., and at Tampa, Fla.

DAN S. PICARD, President

M. STERNBERG, Sec'y-Treas.

The Columbus Bagging & Tie Company

Manufacturers of

**HIGHEST GRADE RE-ROLLED
BAGGING**
**RE-BUNDLED TIES AND JUTE
PATCHES**

Long Distance Bell Phone 621

Columbus, Ga.

T. W. Britton Provides the Community with Up-to-Date Ambulance Service



The T. W. Britton ambulance responds to an accident call.

THE T. W. Britton ambulance, installed and placed in service last summer, is meeting a real need of this community in a thoroughly adequate way.

Having in mind not simply the requirements of his own business, but the broad needs of the three cities for ambulance service of thoroughly first-class type, Mr. Britton, with characteristic enterprise, met the demands of the situation with his usual thoroughness. He bought the best, and the quality of

the ambulance service that he has since given has been thoroughly on a par with the character of the conveyance itself.

Mr. Britton's ambulance responds to the call of distress, of accident or emergency, any hour of the day or night, seven days of the week, serving not only Columbus and Phenix City but also the adjacent territory.

Broadly speaking, the T. W. Britton ambulance service is not a commercial proposition. A charge of five dollars

is made for the trip, this being much less than the actual value of the service, and even that very reasonable charge is freely waived under various conditions. No charge is made for service to ministers of the Gospel. In cases where the recipient of this service is not in position to pay, the charge is promptly waived. Service to suffering humanity is the first, and ruling, consideration. The ambulance *always* responds to the call.

Mr. Britton does not operate an am-

bulance to make money out of it, or even just to give more comfortable service in his own business (although it certainly serves that purpose), but to provide this thoroughly essential service for the community as a whole. In short, Columbus did not have a real ambulance, and he supplied it.

The ambulance is of luxurious type, is smooth and comfortable in operation, and is the last word in equipment.

It has been actively in service since Mr. Britton placed it in operation.

WILLARD

Now—as always—the Leading Battery

Willard, the oldest battery, has always been first. Through sheer quality, it maintains the prestige of leadership.

First, last and all the time: **QUALITY**

Do not experiment—Buy a **WILLARD** and forget your battery trouble

76 leading automobile manufacturers use
WILLARD Batteries as standard equipment

We repair all makes

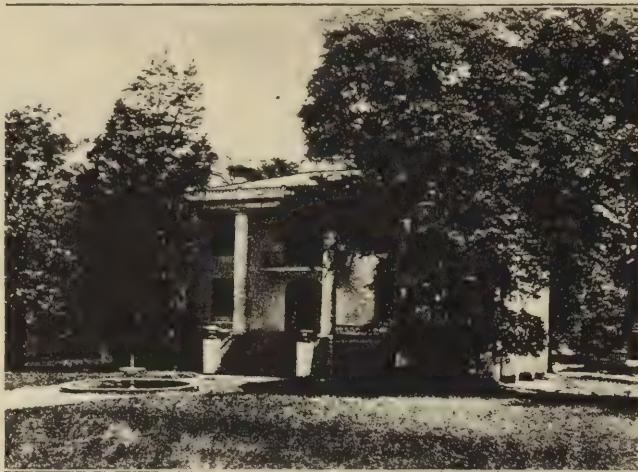
TYNER BATTERY CO.

Successors to Johnston Battery Co.

WILLARD SERVICE STATION

First Ave. and 11th Street

Phone 366



St. Elmo, beautiful and historic Columbus residence—the home of Miss Florence Slade. St. Elmo has been owned by the Slade family for two generations, and was the home of the late Captain J. J. Slade for many years.



Residence at the southeast corner of Front avenue and Eleventh street built by the late John Fontaine, who was the first mayor of Columbus. Mr. Fontaine was elected mayor January 2, 1836. Previous to that time the city's chief executives had been known as "Intendants." This beautiful residence is the home of Mrs. John Dozier Pou, the granddaughter of Mr. Fontaine.



Residence at 1445 Second avenue, the former home of George Foster Peabody, Charles Jones Peabody and Royal Canfield Peabody. Built by Seaborn Jones with brick from building that occupied the old First Presbyterian Church lot, corner of Tenth street and Second avenue, which house was demolished to make way for the church. Now the home of Mrs. Susie Swift Warner. It was bought by the late E. S. Swift in 1868.



Residence at 1543 Second avenue, the home of the late Colonel A. C. McGehee for about a half-century. This residence was built about 35 years ago by Judge Robert B. Alexander. Was afterward owned for a short time by Lawrence Rooney, and then was bought by Colonel McGehee. Now the home of Mr. and Mrs. W. C. Woodall.

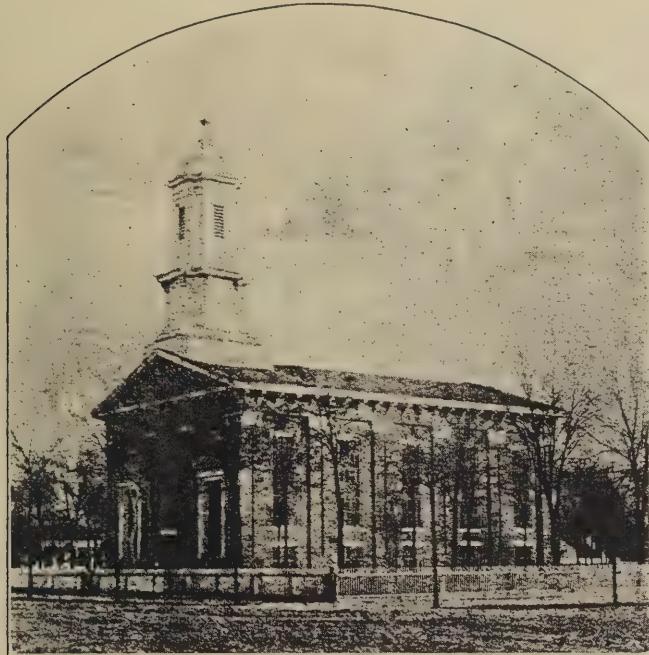


Residence of A. O. Blackmar, 1418 Fourth avenue. Built about 75 years ago and has been the home of Mr. Blackmar since 1879.

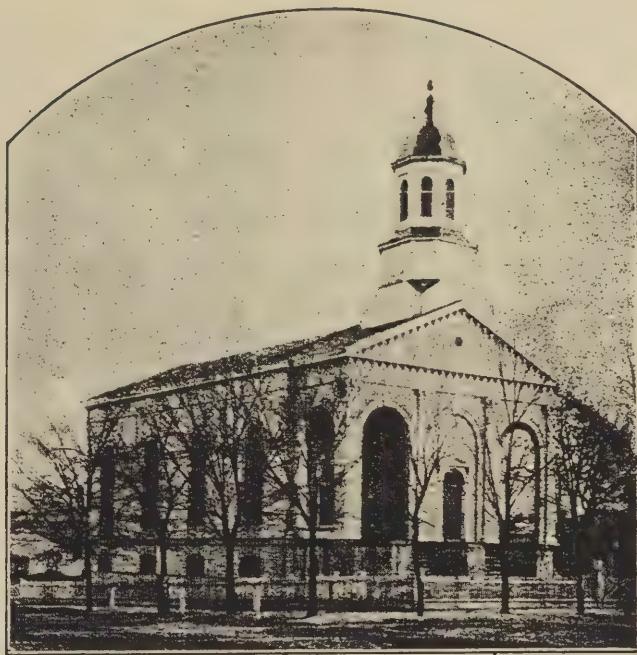


Residence at 217 Twelfth street, built in 1836 by General James C. Watson. One of the oldest buildings in Columbus.

The Old First Baptist and St. Paul Methodist Churches

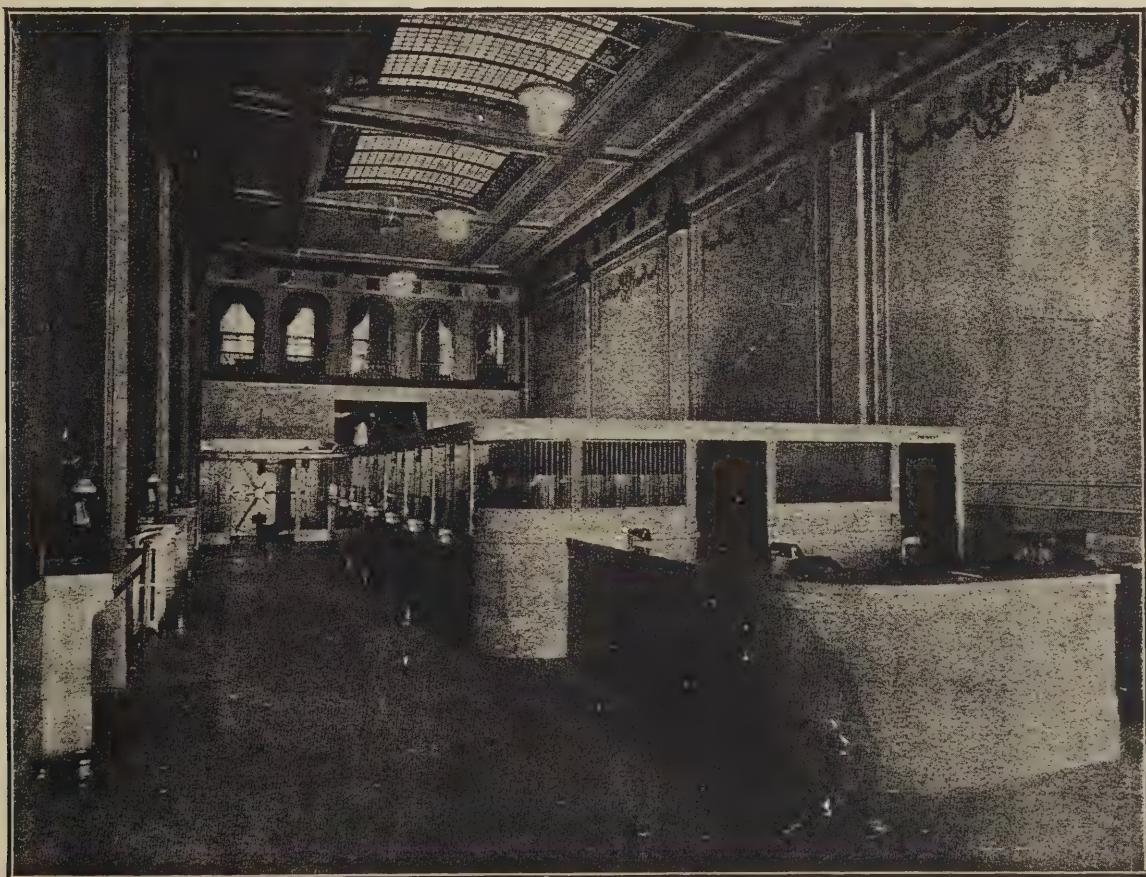


The old First Baptist Church. This building, in remodeled and enlarged form, constitutes the main edifice of the present church. The steeple was removed, and columns were installed at the front. In recent years a large Sunday school building has been erected.



The old St. Paul Methodist Church. This building was burned in 1901, at which time the present edifice was erected.

Beautiful Quarters of Merchants & Mechanics Bank



Interior of the Merchants & Mechanics Bank, Columbus. A beautiful bank building, with commodious lobby and conveniently arranged banking quarters.

Paramount Chemical Co.'s Swift and Successful Growth

THE Paramount Chemical Company has developed within a year into one of the important industries of Columbus.

The history of this new enterprise is as interesting as it is remarkable. It was organized about eighteen months ago and quickly outgrew its original modest quarters. Another building was secured, but this met the increasing requirements of the company only a few months, and last September the company moved into its present commodious quarters at the northwest corner of Broadway and Ninth Street. In its new location it has 20,000 square feet of space and ample room for manufacturing and storage.

The Paramount Chemical Company, a specialty enterprise, manufacturing insecticides, disinfectants and allied lines, is now traveling 20 men and covers 10 states intensively. Occasionally shipments are made to points far out of its territory. The group of states covered by the company's traveling men in their weekly rounds steadily enlarges. Paramount products are meeting with increasing favor with their trade, and with repeat orders now the regular and accepted thing, in all probability its territory will continue to steadily increase.

The Paramount Chemical Company is happy in the personnel of its officers, all of whom are successful business men. R. A. Lipman, who has had many years experience in the chemical products field, is president. J. S. Breit-



Office force of Paramount Chemical Company.

enbach, who has had long experience in this line is vice-president and sales manager. Meyer Goldstein, a leading business man of Columbus and for many years successfully engaged in mercantile business in this city, is secretary-treasurer.

The Paramount Chemical Company manufactures insecticides, disinfectants, soaps, polish, and floor preparation materials, air conditioners, janitors supplies, certain lines of paints and fix-

tures specialties. All these constitute allied products, and the company is thus in position to give complete service in its line.

In its insecticides and disinfectant departments the company ships all goods in returnable steel drums with special concealed faucet in the center bung for ease in handling.

The several departments of the company's business include literally hundreds of items and show the complete-

ness with which this company covers the field.

The Paramount Chemical Company already has developed a large industrial trade, selling manufacturing plants certain lines of supplies of which they are periodically in need. The company's lines, however, are much broader than simply the industrial requirements, as a glance through its catalogue indicates.

The laboratories of the Paramount Chemical Company are the last word in equipment, and also represent the most modern ideas and methods of manufacture. When he went into business for himself, Mr. Lipman, who had been with a well known company for quite a number of years, literally incorporated in the new plant his best judgment and also the net result of his experience and observation in this particular field.

The Paramount Chemical Company stands squarely back of what it makes and unconditionally guarantees every product it sells to give satisfaction. If it should not give satisfaction—"Return the unused portion at our expense and credit for the entire amount purchased will be issued."

In the long industrial history of Columbus with its atmosphere of achievement and success nothing has been more interesting or inspiring than the growth of the Paramount Chemical Company, an entirely new enterprise occupying a field of manufacturing which in the past had been altogether neglected in this city.

PARAMOUNT CHEMICAL COMPANY

Manufacturers
Disinfectants Insecticides
Specialized Cleansers



Plant of Paramount Chemical Company.

**We unconditionally guarantee
every product we sell**

Write for Catalogue

PARAMOUNT CHEMICAL CO.



Paramount Products Purify

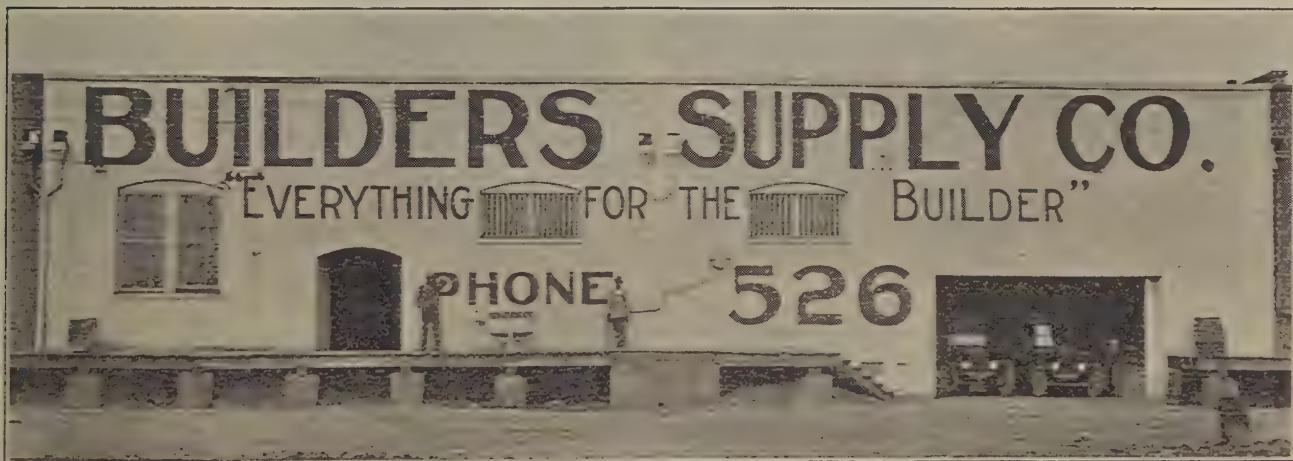
COLUMBUS, GA.

A Scene at the First Street Fair in Columbus



A glimpse of Broad street during the Columbus street fair held in 1859. To the left, the Georgia Home building, muchly bedecked. The Cowdery china and crockery establishment shown in business at the stand occupied by the firm for so many years. The Westbrook and Spencer buildings had not then been erected.

Builders Supply Company Continues to Broaden Service



Warehouses of Builders Supply Company, on Tenth Avenue.

THE Builders Supply Company is growing with Columbus. This enterprising company, headed by Robert M. Lewis, progressive young business man, doubled its warehouse capacity during the past year. Another improvement made in recent months was installing modern installment, including an electric crane for the prompt

and economical handling of material.

The Builders Supply Company occupied warehouse 50x120 feet, and by annexing the adjoining warehouse (all under the same roof) now has space 100x120 feet, which is thoroughly ample for its requirements.

This is the third enlargement made

by the Builders Supply Company since it was organized early in 1925 by Mr. Lewis and associates. The company's warehouse faces Tenth avenue (Nos. 1145 to 1151), and in the rear extends to the yards of the Central of Georgia Railway, giving splendid sidetrack facilities.

A complete line of building materials,

including lime, plaster, cement, roofing, nails, metal laths, fire brick, fire clay, face and common brick, flue lining, sewer pipe, fir doors, white pine windows, etc., is carried by the Builders Supply Company, whose motto is "Everything for the Builder"—and lives up to it.

(Continued on page 72)

- Art Vases**
- Yard Vases**
- Flower Pots**
- Miscellaneous Items in Pottery**



Some of the products of the Henrietta Pottery Works.

These art vases are much sought after by painters of artistic pottery.

HENRIETTA POTTERY WORKS

Columbus, Ga.

(Subsidiary of Kaolin Brick Company)

- Face Brick**
- Eaves Hollow Brick**
- Enamel Brick**
- Mosaic Brick**
- High-Grade Building Brick**



Royal Theater, Columbus, Ga.

Brick for the new Royal Theater furnished by us. This is one of the notable theater buildings of the South, with seating capacity of 2,800.



A view of the plant of the Kaolin Brick Company.

KAOLIN BRICK COMPANY

Plant: Kaolin, Ala.

Offices: Columbus, Ga.

"Made in Columbus"

Concrete Pipe · Concrete Roof Tile



View of Concrete Products Co., Columbus, showing concrete pipe on yard.

CONCRETE pipe is the "only permanent drainage", and has no peer in pipe. We manufacture sewer and drain pipe in sizes ranging from 12 inches to 48 inches. Inquiries from contractors, cities and counties solicited.



Residence of Walter Miller, on Dimon Circles, a pretty illustration of our Spanish Concrete Roof Tile



Residence of Dan Dull, on Dinglewood Drive, appropriately roofed with our French Concrete Roof Tile.

CONCRETE Roof Tile as manufactured by the Concrete Products Co. is indeed the "Roof Eternal". It is the lightest of tile and is fire, water and frost proof. Guaranteed non-porous, "Made in Columbus" Concrete Roof Tile is either laid on new building or on old roofs. The color is in the tile and you may select exact shade desired. Specify Concrete Tile and eliminate roofing worries—the "roof eternal" will outlast the building!

CONCRETE PRODUCTS COMPANY

W. M. Camp, President

Office: 1722 Hamilton Ave.

Leon K. Camp, Secretary and Treasurer

COLUMBUS, GA.

Plant: Bull Creek

One of the Winning Fives



The Columbus Y. M. C. A. basketball team for 1912-13. Bottom row, reading from left to right: Bud Massey, center; Dana Kilcrease, forward; Chester Newman, guard; Tippo Peddy, forward; Lon Dozier, guard. Top row: Albert Dozier, of Enfauula, sub-guard; Wayne Patterson, sub-center; Lewis McDuffie, sub-forward; Frank Bridges, coach. In center: Jack Massey, mascot, now a member of the Columbus baseball team.

THE Columbus Young Men's Christian Association has had several brilliant basketball teams, and for several years this city was Southern champion because of the magnificent playing of its "Y" team. More than once the team went an entire year without defeat.

Once the Columbus team was the all-Southern team—a compliment, indeed, to the athletes of that long to be remembered period, 15 to 20 years ago.

Of the team shown above, for the season of 1912-13, two of the players, Peddy and Dozier, were on the selected all-Southern team for that year.

Builders Supply Company Continues to Broaden Service

(Continued from page 69)

Among the company's leaders are "Magnolia" cement, so fine for brick work, "Pax," which is highly recommended for plaster and stucco and prevents hair line cracks. The Builders Supply Company has met with success in its fir door and white pine window specialties, and there is a growing demand for these commodities. The doors are warranted not to warp or shrink, no matter what the weather conditions.

The secret of the remarkable growth of the Builders Supply Company is stock and service—materials of stand-

New!

Kwality Kandy Kitchen

R. T. Davis, Proprietor

Manufacturing Full Line Candies

Wholesale and Retail

Fresh for the Trade Daily

Specialize on Party and After-Dinner Mints

1127 Broad St.

Phone 9458



Quality

Courtesy

Service

EEFFER JEWELRY CO.
JEWELERS SILVERSMITHS

1201 Broad St.

"Quality Jewelry"

Phone 3914

McCOLLUM'S STUDIO

Distinctive Photography

Antique Furniture—

Repairing, Refinishing and Upholstering Furniture, Manufacturing or Repairing Office and Store Fixtures are the Specialties of the

Electric City Cabinet Works

JOHN T. SCREWS, Manager

"Sixteen Years Experience—Formerly With Cabinet & Repair Co."

Complete Line of Upholstery Samples

1813 Hamilton Avenue

COLUMBUS, GA.

Telephone 1267

If You're Selling Anything— Illustrate With Photographs

Photographs speak a language the buyer understands.

They dispel doubt—carry conviction—banish indecision.

If you want to leave fewer loopholes for misunderstanding in your selling message, illustrate with photographs—preferably our photographs.

Don Johnson's Studio

18½ 12th St. Phone 95
COLUMBUS, GEORGIA

"Photographs tell the Story"



C. F. Mullen, Pres. & Mgr.
W. G. Love, Vice-Pres.

E. W. Scarborough, Sec.
D. S. Goldberg, Treasurer

Sand and Gravel For all purposes

A standardized grade for every need

Above the average in quality

Silica Sand—Many grades: Coarse Concrete, Fine Concrete, Mason, Concrete Products, Sand Blast, Water Filter, Steel Core, Asphalt Sand, Horticultural and Fertilizer.

Quality Gravel—¾-inch to 2½-inch; ¼-inch to 2½-inch; ¼ inch to 1 inch; ⅛ inch to ½ inch.

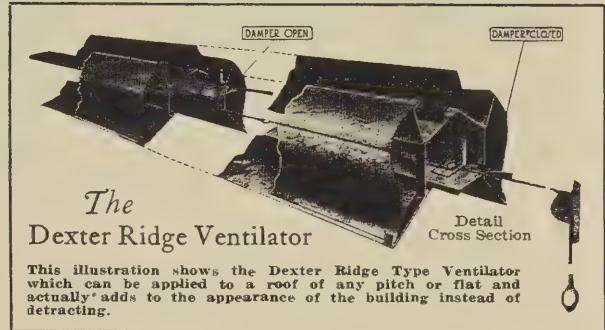
Georgia Gravel Co.

Morris Road at Central of Georgia Railway
COLUMBUS, GEORGIA

DEXTER VENTILATORS

Were originated in

Columbus, Ga.



The
Dexter Ridge Ventilator

This illustration shows the Dexter Ridge Type Ventilator which can be applied to a roof of any pitch or flat and actually adds to the appearance of the building instead of detracting.

This Ventilator is continuous in length and is made in sizes for roof openings of from 3" and 4" for residences to 6", 9", 12" and larger for industrial uses.

Not only is the continuous type of ventilator the most efficient, but it is by far the lowest cost per sq. ft. of opening of any ventilator made.

Complete Bulletin for A. I. A. Filing on request.

1 1

DEXTER VENTILATOR CO., Inc.

COLUMBUS, GA.



Reiney Tire Company (formerly Reiney & Lewis) at new location, 1419 First Avenue. New filling station and tire and accessory stores.—A. B. Johnson, Contractor.

GOODRICH SILVERTOWN TIRES

Complete stock of tubes and tires. Road service. Come to see us at our new place! We are better prepared than ever to serve you.

"Service That's Right, Right Now"

1419 First Ave.

REINEY TIRE COMPANY

Phone 3383



Payne Clothing Company.

The Payne Clothing Company, 1203 Broadway, is a clothing store, and a good one, but it is far more than just that. It is a social center, a place where men of congenial temperament gather; a pleasant store, with personality.

Jesse M. Payne, Jr., veteran clothing man, is proprietor of the Payne Clothing Company, and has injected his own pleasing personality into not only the atmosphere and policy of the store but almost, it would seem at times, the very clothes themselves!

You just feel at home, and very welcome, when you enter the Payne store; it is hardly necessary to actually speak the words, you sense the welcome.

You get more than hospitality and a friendly welcome, however; you get real values in clothing. It's a cash store, and prices are always wonderfully low. Standard merchandise, up to the minute in style, with a big stock and wide variety from which to make selection. An absolutely complete line of wear for men and young men.

The Jesse Payne policy, consistently followed through the years, has paid—paid the store and paid the customers. Patrons have secured clothing of assured quality and correct style at a substantial saving, and the volume of sales, and handling the business on a cash basis, has enabled the store to continue to quote the low prices for which it is so favorably noted. Thus the business of the Payne Clothing Company has consistently grown, year after year, and continues to grow.



Home of
MUSCOGEE CLEANING CO.

Gloverized Dry Cleaning, Steam Pressing, Dyeing,
Alterations

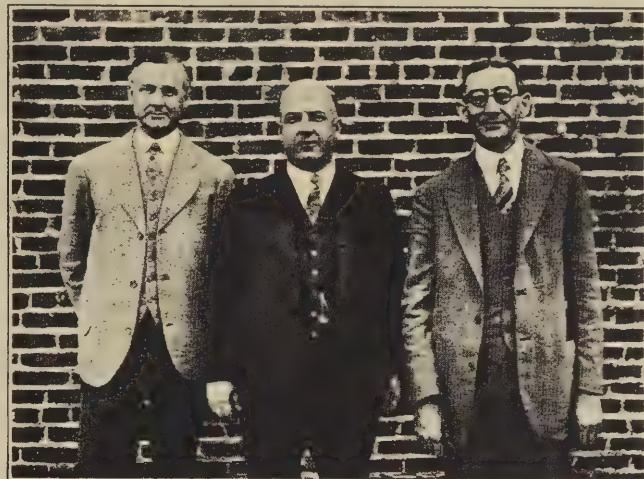
16 Tenth St.

Columbus, Ga.

Phone 374

Modern plant

Complete Equipment



Reading from left to right, W. H. Raymond, A. G. Smith and E. G. Abbott, proprietors of the Columbus Laundry.

Best Processes

Quality-Service

Providing Columbus, Georgia, With Up-to-the-Minute Laundry Service



Personnel of Columbus Laundry

COLUMBUS CLEANEST CLEANERS

CLOTHES ALWAYS CLEANED IN CLEAR GASOLINE

Guarantees Cleaner Garments

Rugs and Art Squares—Vacuum Process

Phones 201-202

COLUMBUS LAUNDRY

Columbus, Ga.



Hotel Ralston

FIREPROOF

MODERN

Hotel Ralston

Columbus, Ga.

RALSTON HOTEL OPERATING CO., Lessee
J. F. Somers, Pres.

J. J. Somers, Sec'y

"Preeminent in service and cordiality"

Leading Columbus Hotel

Center of Civic and Social Activity

THE BEST DINING ROOM SERVICE

The quality and distinction characterizing Hotel Ralston service applies to every department and especially our dining room. Only the best in foods, with correct and courteous service.

Sunday Dinners—Orchestra Music
Private Dining Rooms for Bridge Teas, Parties, Etc.

The Yarborough Hotel, Raleigh, N. C. affiliated with same management.

W. F. Somers, Prop.



Westbrook's Department Store, Columbus, Ga.

Westbrook's is one of the distinctive—and helpful—institutions of Columbus, Georgia.

Through Westbrook's prices, many thousands of dollars are saved Columbus each year, and this money helps to build up Greater Columbus.

Westbrook always sells for less—often very much less. The reason why—our buying methods, and the volume of business we handle.

WESTBROOK'S
Four Floors of Bargains



Brawner's Cake Shoppe.

Pleasing the family appetite day after day is a big problem.

BRAWNER'S quality cakes will help you wonderfully in solving this great problem.

A variety for your selection—the same cakes as formerly baked by Craig's Bakery.

BRAWNER'S CAKE SHOPPE
2324 Wynnton Drive
(Opposite Wynnton School) Phone 4199



Nature's own setting, in Green Island Hills. In the distance, over the tree tops, a glimpse of the Chattahoochee River.

.... Just beyond the five-mile post on the River Road, overlooking the fast flowing Chattahoochee, embowered on a high crest, in full view of the last of the Appalachian Range and surrounded by native forest of towering trees is the attractive development—

Green Island Hills

Unless you have stood on these hills you have a delightful surprise awaiting you. You will not have fully lived until you have felt the rising pulse of your heart and the wonder and charm which the sublime beauty of this scene awakens. It lets the soul breathe freely. You glimpse nature's perfection—you long to live next to God's world. All this is not only possible but practical.

City Conveniences Without City Taxes

The sites partake of acres, not square feet. All streets now being developed are of paved type. The ogre of City taxes never intrudes. You have hygienic surroundings. Water is awaiting your pipes. Sewerage fends off disease.

Mosquitoes have no abiding place. Electricity is your willing servant. A fast flowing river ever sings a lullaby. Altitude insures ozone — Ozone guarantees health. The servant question sensibly solved.

WE HELP YOU BUILD

THE JORDAN COMPANY



Royal Theater,
Columbus, Ga.

Standard Electric Co.
Electrical Contractors

The New Royal Theater . . .

. . . is just another outstanding Columbus building project on which The Standard Electric Co. executed the wiring and lighting contract.

STANDARD ELECTRIC CO.

C. A. Smith, Proprietor

Electrical Contractors & Dealers

East End 13th Street Viaduct
COLUMBUS, GA.

Telephone 978



Established 1920

Our policy of selling for CASH has made it possible for us to give our Customers better merchandise for less money

METCALF'S

Where

"Paying Cash Pays"

"Rankin Hotel is next to us"

Diamonds

Watches

Jewelry

Silverware



DAVE GOLDSTEIN

No. 1200 Broadway—Dave Goldstein's "Gem"—is not just a jewelry store—it's a jewelry store with personality and its own distinctive atmosphere.

Friendly service and a personal quality to the welcome that friends and customers receive (a customer soon becomes a friend), coupled with real values, explain the consistent growth in patronage this store has enjoyed since it opened June 15, 1926. Such popularity must be deserved!

Watch and Jewelry
Repairing

GEM JEWELRY CO.
Credit Jewelers

1200 Broad St.

Columbus, Ga.

A. C. Hobbs, Pres. H. R. Sheridan, Vice-Pres. R. M. Massey, Sec.-Treas.

Hobbs & Massey

REALTORS



Rentals

Sales

Subdividers

RESIDENTIAL PROPERTY

REAL ESTATE, LOANS AND
INSURANCE

8 Thirteenth St.

Telephone 736

Columbus, Georgia

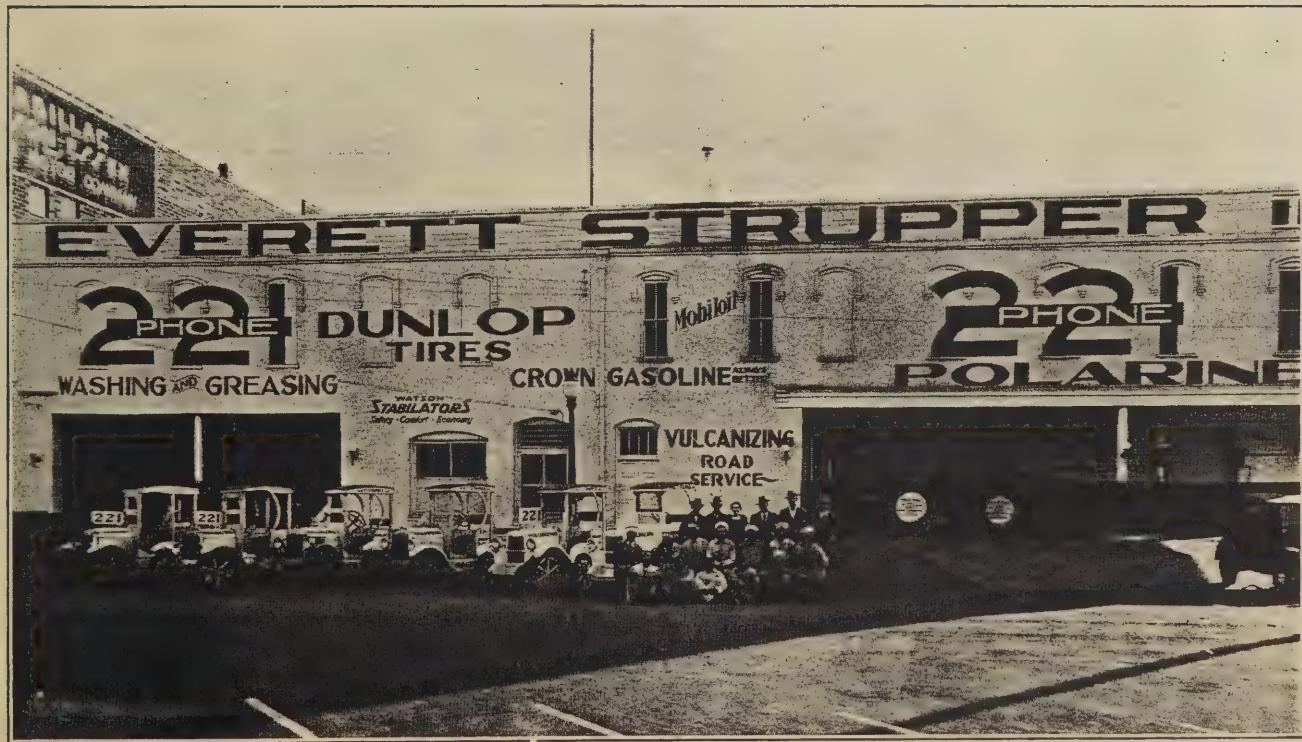
OUR PROGRESS

1926

1925



1928



Columbus a Fine Cash Market for Cattle and Hogs



Plant of The Provision Company, Columbus, Ga.

COLUMBUS is an increasingly attractive, and increasingly important, market for hogs and cattle. This has been made possible through the enterprise of The Provision Company, which pays the best market prices for live stock, and pays spot cash. Hogs, cattle and calves are shipped to this company from the territory within a radius of 100 miles, and at times shipments are received from points as far away as 150 miles.

Less than a year and a half ago T. G. Strange, an experienced packing house man from Kentucky, took over this business formerly conducted as Co-

lumbus Packing Company, incorporated it under the title, "The Provision Company," and, keenly alive to the possibilities he saw that existed in this city and territory for a packing house handling native meats, has systematically and intelligently developed the enterprise. He has met with substantial success, and, incidentally, has greatly enhanced the prestige of Columbus as a territorial market for cattle and hogs.

The company's business has so consistently and steadily developed that it is already seen that a new and larger plant will be necessary, and it is proba-

bly a matter of only a short time before Mr. Strange builds a much larger and thoroughly modern plant.

The Provision Company makes substantial daily disbursements for hogs and cattle, and many farmers are enjoying satisfactory and mutual profitable relations with this Company. A glance at the stub of the company's checkbook gives a rather surprising revelation as to the amount of money thus paid out. Purchases of live stock run into money right along. Another agreeable feature, from a retail merchandising standpoint, is that much of this money is spent right here in Co-

lumbus—in fact, practically all money paid out by The Provision Company remains in this section of the country, increasing the buying power of the farmers and cattle raisers.

The Provision Company has a very attractive line of meat products, and its brands are increasingly popular with the local trade. An illustration on this page gives a very interesting idea of some of the table products produced at this enterprising Columbus factory, and shows how attractively they are marketed. All its products are in demand, and its line of sausages has made a special hit with the trade.



Some of The Provision Company's Popular products.

THE PROVISION COMPANY is a year-round cash buyer of native hogs, cattle and calves. Ship to the Columbus market for best prices.

This company is strictly a home institution. Every dollar you spend for our products remains in Columbus and the Columbus territory.

THE PROVISION COMPANY

Quality Products

Manufacturers Native Meats and Sausages

Columbus, Georgia

To the People of Columbus:

Keep your homes as warm as your hearts
by using

New River COAL

(LONG FLAME)

Mined by
BROOKSIDE-PRATT MINE CO.
Birmingham, Ala.

Distributor
COOPER LUMBER COMPANY
Columbus, Ga.



Auto Repairing

Open All Night

ACCESSORIES }
GAS—OIL }
STORAGE }
WRECKER SERVICE
{ WASHING
GREASING

BROAD STREET GARAGE—R. E. & H. C. BIZE

934-936 Broadway

Columbus, Ga.

Phones: 1247 and 762

The Story of the Georgia Webbing & Tape Company



Plant of Georgia Webbing & Tape Company.

A DISTINCTIVE enterprise for Columbus, and unique in the textile industry of this section of the country, is the Georgia Webbing & Tape Company, which was founded in Columbus in 1919, and which has ever since developed consistently and in a most interesting way. This Columbus company, installed in a modern plant designed and erected especially for its requirements three years ago, has become thoroughly established in the field to which it caters, and enjoys a substantial and growing volume of business. Its principal product is spinning tape, which it sells throughout the Southeast, and in addition the company enjoys a large patronage in the rubber industry where its goods are most favorably known.

October 17, 1927, the Georgia Webbing & Tape Company changed hands, this enterprise being acquired by J. R. Killian and C. A. Rhyne—at which time W. I. Hudson, Jr., who had been with the company for two years was made secretary-treasurer in the new organization. Mr. Killian, who has been a textile manufacturer for 36 years and has intimate personal knowledge of the practical requirements of the textile industry, has been in active personal knowledge of the business since the change in ownership last October. During the intervening six months the company's business has continued to steadily develop, not only holding old customers through the quality of its products and the nature of its service, but also adding quite a number of new customers to its clientele. Mr. Killian

is highly pleased not only with the manufacturing enterprise which he and his associates acquired, but also delighted with the city of Columbus, and in a personal way has already identified himself thoroughly with his new home city. He is one of many good citizens whom the growing city of Columbus, with its commercial and industrial opportunities, has attracted in recent years.

The story of the Georgia Webbing & Tape Company is one of those business romances which occasionally one encounters in real life. The enterprise was literally born in a veteran cotton mill man's back yard.

Following the war, in 1919, John S. Roberts, who had spent his life in the textile industry, believed that the cotton mills of the South would welcome a source, in the South, from which their supply of spinning tape could be secured. Many recall the great difficulty experienced during that period in securing this very necessary supply in the operation of spinning mills.

In the fact of physical handicaps and advancing years, when most men would be inclined to shun the responsibility of founding a new industry, Mr. Roberts determined to carry out his inspiration and the Georgia Webbing & Tape Company began life with him as its president.

It was natural that tape users would be prejudiced in favor of that which they had been using for years, but this prejudice was quickly dispelled after a brief experience with the Southern product. Shorter freight hauls and quick-

er deliveries than from the Eastern markets was an added inducement to use tape made near at hand.

With a sound foundation established, the demand for their products steadily increased. As the business grew looms were added and the temporary frame buildings enlarged until the mill outgrew the back yard. The next step was to purchase a mill site and erect a permanent brick mill. This was accomplished and today this company is housed in a modern brick mill built especially for the industry on a large tract of land that will conveniently permit of expansion as the business continues to grow.

From a modest beginning with only

one loom the present equipment has grown to 44 looms that are kept in operation both day and night.

Early in the history of the enterprise C. M. Young, who had been for many years prominently identified with the business activities of Columbus and was actively associated for a long time with the Columbus Electric & Power Company, became treasurer of the Georgia Webbing & Tape Company, and assumed charge of the sales end. For several years he was general manager, and was signally successful in the direction of this growing enterprise. Last October Mr. Young and associates sold the business to Mr. Killian and Mr. Rhyne.

Chattahoochee Valley Exposition

October 8-13, 1928

Magnificent Agricultural, Horticultural, Industrial, Poultry and Livestock Exhibits

High Class Entertainment

Write for Premium List

F. L. JENKINS, Secretary.

SPINNING TAPE

For Spinning Mills

TWISTER TAPE

Loop Edge Wrapping Tape for the Rubber Trade
Narrow Weave Specialties

Submit your requirements for narrow woven fabrics (cloth or tape) to us.

GEORGIA WEBBING & TAPE CO.

Columbus, - Georgia

A Modern Shop Thoroughly Equipped For Work in Its Line

The Columbus Fender & Body Works have every facility for promptly and economically handling the special lines of automobile work to which this plant caters.

Our Service:

We restore wrecked cars, making them look—and run—like new.

We straighten bodies and fenders.

Equipped for any kind of rebuilding or reclaiming in the auto line.



A typical scene in the shop of the Columbus Fender & Body Works

RADIATOR REPAIRS

TOPS BUILT AND REPAIRED

INSTALL WINDSHIELD AND DOOR GLASS

COMPLETE DUCO SERVICE

"Our Customers MUST Be Pleased"

COVER RUNNING BOARDS
UPHOLSTERY REPAIRED

Columbus Fender & Body Works

1420-22 First Ave.

COLUMBUS, GA.

Phone 3439

Complete Line Building Material

Lumber, Rough and Dressed
Mill Work, All Kinds

Mill Work Estimates Promptly Furnished

Lime Cement Plaster

Full Line Rex Flintkote Roofing and Composition Roofing

NEW RIVER COAL

A quality coal which saves 25% on fuel cost. We have been handling this coal since January 15 and have not had a single complaint.

Cooper Lumber Company

General Contractors

Columbus, Georgia

COLUMBUS CASKET COMPANY

Columbus, Ga.

MANUFACTURERS OF HIGH GRADE CASKETS





The American Public Has Accepted Nehi

As the choice of millions of people—it must be right!

The trade name NEHI has been accepted by the consuming public as the Standard in quality. Its full rich flavor and liberal portion is the secret of the most outstanding growth in soft drink history.

Main Office and Laboratories—Columbus, Ga.

NEHI Incorporated—10th St. and 10th Ave.

Electrical Contractors

Tile Contractors

Distinctive Lighting Fixtures

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H. W. Morton, Vice-Pres.

Wm. G. Morton, Sec.-Treas.

MORTON REALTY CO.
“Realtors”

Incorporated 1907

Capital and Surplus \$75,000.00

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REAL ESTATE VALUES**DEVELOPMENTS****BUILDING****LOANS**

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**HOME BUILDING & SAVINGS
ASSOCIATION**

SWIFT BUILDING

Loans, payable monthly, from two to eight years. Our fees are the lowest in town.

Organized in 1909. Not a loan foreclosed in the 19 years.

Our Monthly Savings Plan pays 7 per cent. with time-proven safety.

W. C. Bradley, Chairman
W. H. Dusmuke, Secretary

Fredk. B. Gordon, President
H. T. Tisdale Assistant Treasurer

Jesse S. Wiley, Treasurer
Geo. W. Murphy, Superintendent

Columbus Manufacturing Co.

Columbus, Georgia

Manufacturing "Columbus" Sheetings for Foreign Domestic Trade

Plant Built 1900-01

Capital \$1,400,000

65,000 Spindles—3,000 Looms

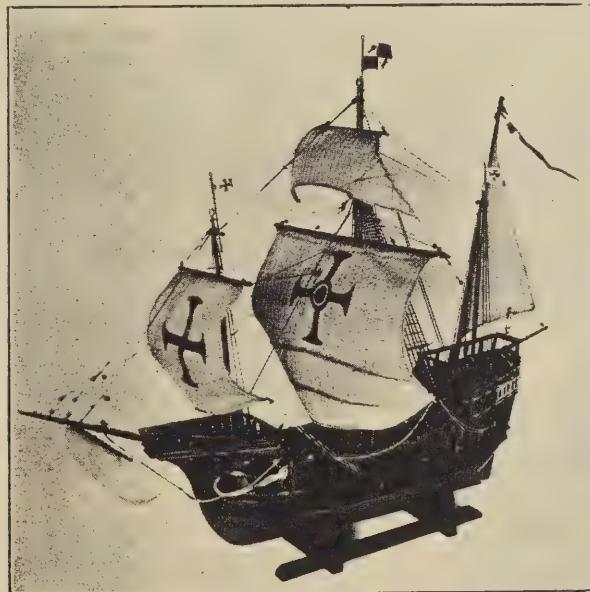
CHRONOLOGY

1899—JULY 11th, Charter granted by Superior Court.
OCTOBER 3rd, Contract for building Mill awarded.
SEPTEMBER 12th, Organization Meeting. F. B. Gordon elected President, W. C. Bradley, Chairman Executive Committee.
NOVEMBER 7th, Purchase of Mill Site on North Highlands approved.
1900—APRIL 14th, Capital Stock increased from \$250,000 to \$400,000.
1901—JULY 4th, Mill Began Operations.

1902—DECEMBER 12th, Capital Stock increased from \$400,000 to \$500,000. First dividend Declared.
1909—Board voted to double the size of mill.
1912—Capital Stock increased from \$500,000 to \$700,000.
1919—DECEMBER 5th, W. C. Bradley elected Chairman of the Board. New Weave Shed to hold 1,000 looms authorized.
1920—New Weave Shed began operation.
1923—Stock Dividend of 100 per cent. declared, increasing Capital Stock from \$700,000 to \$1,400,000.

Santa Maria—

The "SANTA MARIA" was the Flag Ship of the fleet of three vessels, which carried CHRISTOPHER COLUMBUS and about 65 men on a voyage of discovery in 1492. The "SANTA MARIA" was 94 feet overall, 25 feet beam, 12½ feet deep. Displacement 96 gross tons—while the smaller vessels, the "PINTA" of 50 tons, and the "NINA" of 40 tons, were open caravels, decked only at the ends, and carried crews of 18 men each.



Santa Maria, Trade Mark of the Columbus Manufacturing Company.
Registered in the United States, China, Turkey, Greece, Paraguay
and Uruguay

Annual Production and Distribution of Columbus Sheetings 37,000,000 YARDS

1927 Banner Year—Made 37,841,007 Yards, Sold 37,264,885 Yards

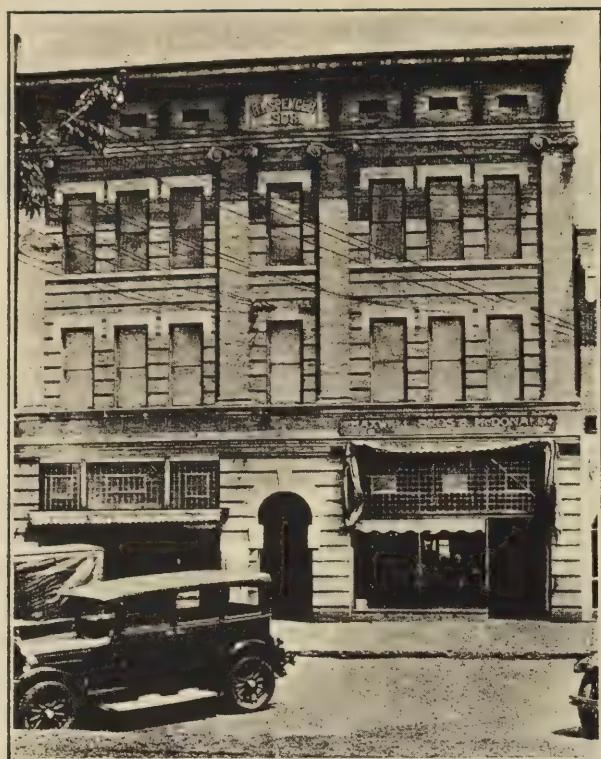
The Columbus 36" and 40" Sheetings for the Jobbing and Retailing Trade are exceptionally well put up, under the following Attractive Tickets: "CHRISTOPHER" "COLUMBUS" "FERDINAND" "ISABELLA" "PALOS" "NINA" "PINTA" "SAN SALVADOR" "FLYING CLOUD" "HISPAÑOLA."

WELLINGTON, SEARS AND COMPANY, Distributors

Boston, New York, Philadelphia, Chicago, San Francisco, St. Louis, New Orleans, Atlanta, Dallas

Columbus—

COLUMBUS was born in Genoa, Italy, in the year, 1436, the son of a wool comber. He sailed from PALOS, SPAIN, August 3, 1492. He landed on one of the Bahama Islands October 12, 1492. On December 25, 1492, the "SANTA MARIA" struck a reef off the Island of Haiti and was wrecked. COLUMBUS went on board the "NINA" and returned to Spain, arriving in PALOS March 15, 1493. He died in the year 1506.



Columbus Store of Maxwell Bros. & McDonald.

NEW AND USED CARS

Sales and Service



Georgia Automobile Exchange

1213 First Ave.

Columbus, Georgia

Phone 1132

Complete House Furnishers

High Class and Medium

FURNITURE

Sell on divided payment
plan if desired

MAXWELL BROTHERS & McDONALD

Columbus, Ga.

1036 Broad Street

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Stores at:

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Macon, Ga.
Charlotte, N. C.

Greenville, S. C.
Anderson, S. C.
Savannah, Ga.

"A Greater Plant for a Greater Columbus"

Ice and Cold Storage

Providing:

(At Columbus Plant)

Ice Storage Capacity of Ten Thousand Tons
Cold Storage Capacity: 250,000 Cubic Feet

Service First

Atlantic Ice and Coal Company
COLUMBUS, GEORGIA

Ice and Cold Storage

PHONE 417—WHEN YOU WANT IT—418

THE CEN-TENNIAL LONG LIFE AIR BLAST GINNING SYSTEM

With

BELT DISTRIBUTOR AND CEN-LUF CLEANER

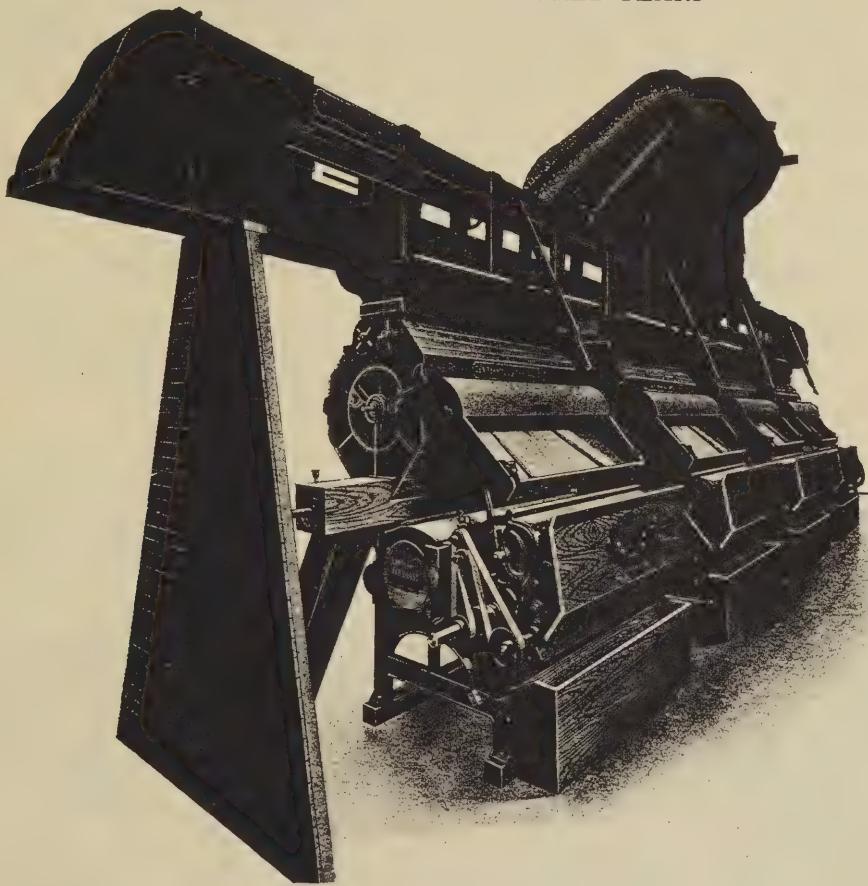
"GOOD FOR ONE HUNDRED YEARS"

Fine Sample

Clean Seed

Makes Bad
Cotton GoodMakes Good
Cotton
Better

Less Power

Larger
Capacity

Also
FURNISHED WITH PNEUMATIC ELEVATOR AND BRUSH GINS

A BETTER GIN OUTFIT

"Built Stronger and Lasts Longer"

Supplied with Cen-tennial heavy duty steel clad, balanced Door Press and all-steel Automatic Tramper. It means a life-time of service.

Ask For Catalog No. 32

CEN-TENNIAL COTTON GIN COMPANY

Sales Branch and Warehouse:
Dallas, Texas
Memphis, Tenn.

COLUMBUS, GEORGIA

WE DO BETTER REPAIR WORK AT REASONABLE PRICES

Export Office:
30 Church Street,
New York

Complete Flexibility—Absolute Control

And such effective use of waste heat that—

Every thousand brick burned in a MINTER SYSTEM KILN will dry two thousand brick in a MINTER SYSTEM DRYER.

Typical Letters from Customers

"We are drying two million brick per month in a ten tunnel Minter System Dryer, with waste heat from five Minter System Kilns, the surplus being burned in other kilns. Every thousand brick burned in a Minter System Kiln will dry two thousand brick in a Minter System Dryer."

CORINTH (Miss.) BRICK CO.

"In reference to the nine kiln brick plant that you erected for us, which you guaranteed to make eighteen kilns per month, we wish to state that instead of getting eighteen, we are getting twenty-six. In other words, we are getting one kiln per day for the days that we work, and if we worked SUNDAYS, we would get a kiln every day in the month."

Yours truly,
EMPIRE BRICK CO.
F. A. Heard, Pres.

Tell us your problems and let us suggest the answer

THE MINTER SYSTEM

Columbus, Georgia



Columbus Home of Oakland and Pontiac Cars—1305 Broadway. Davis-Peacock Motor Company (W. D. Malone, Chas. H. Davis and J. V. L. Peacock). All sales are serviced, a complete service department being maintained.

CHATTahoochee RIVER DAMS

Built by
Hardaway Contracting Company

Of the total of eight dams built on the Chat-
tahoochee river from Atlanta to Columbus,
the six shown on the next two pages were built
by the Hardaway Contracting Company.

Hardaway Contracting Company

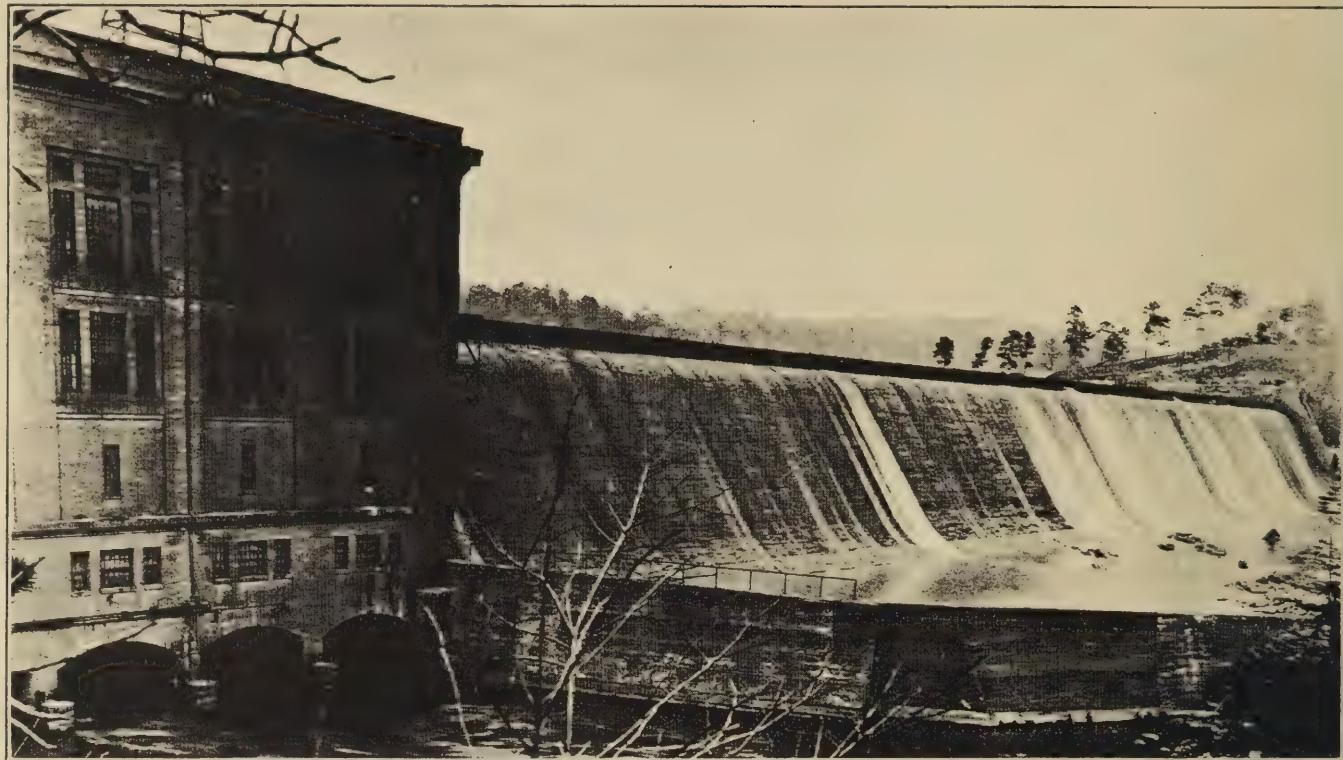
Contracting Engineers

Columbus, Georgia

Dams

Power Plants

Bridges



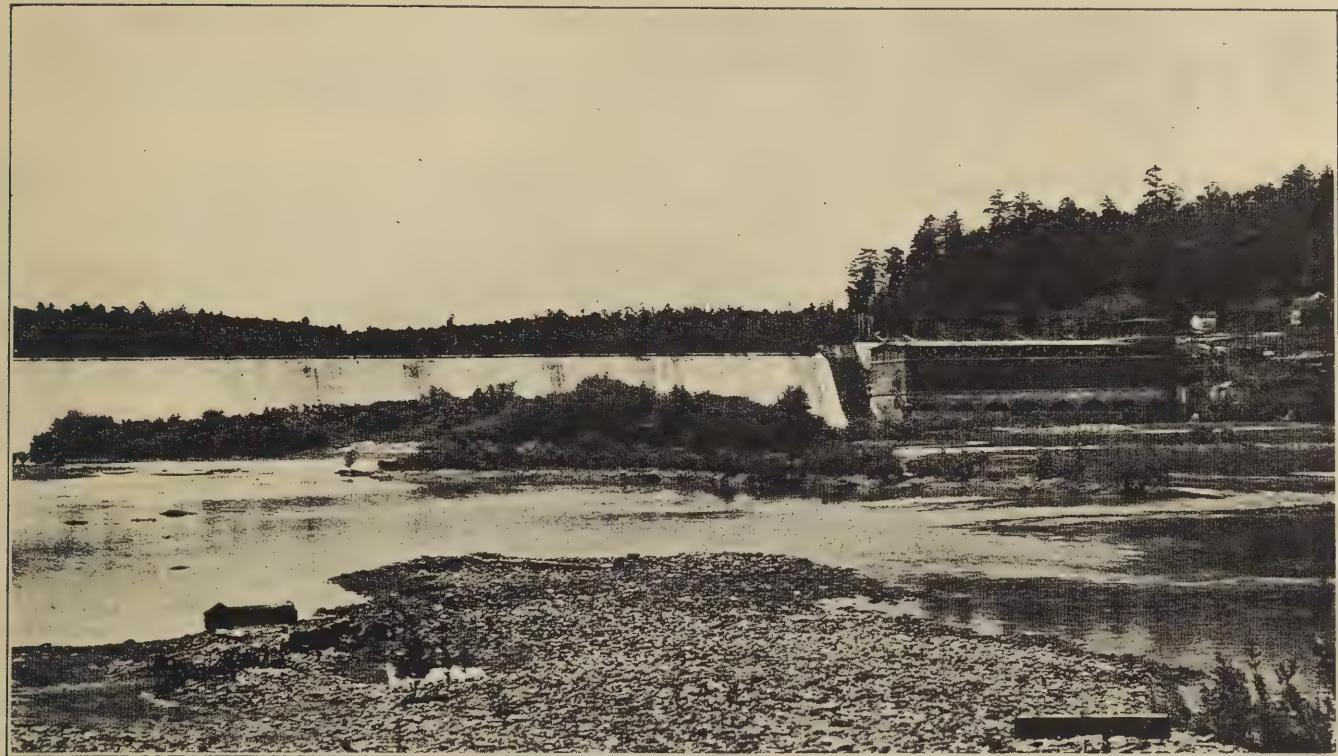
Goat Rock Dam, near Columbus, Ga., built by Hardaway Contracting Company, for Columbus Power Company in 1912.



North Highlands Dam, near Columbus, Ga., built by Hardaway Contracting Company, for Columbus Power Company, in 1901.



Dam near Langdale, Alabama, built by Hardaway Contracting Company, for West Point Manufacturing Company in 1908.



Morgan Falls Dam, near Atlanta, Georgia, built by Hardaway Contracting Company, for the Georgia Power Company in 1905.



City Mills Dam, near Columbus, Ga., built by Hardaway Contracting Company, for City Mills Company, in 1906.



Two dams near Riverview, Alabama, built by Hardaway Contracting Company, for West Point Manufacturing Company in 1919.

A Columbus Pastor Founded Columbia Seminary; His Son Wrote "The Young Marooners"

(H. B. Folsom in *The Savannah Morning News*, April 26, 1927.)

FACTORS in the greatness of Georgia are found in the well-defined marks of nature, as laid down in her soil, practically all of the great geological periods being represented in her rocks and rills, her plains and hills, her valleys and her mountains. But above the perpetual signs of the formative period loom the marks and influence of the early citizenry of this great commonwealth men and women whose lives and achievement and influence have swept the continents and forming the subject of the brightest pages of the state's history.

It is a record not excelled by any people on earth. And, just as nature, in the hands of the Supreme Builder, laid in certain sections of the state manifestations of greatness and stores for the future use of man, it seems to have lavishly ordained another section for outstanding parts in the early history of the state, and in the great order of things, this privilege fell to the coast section of Georgia, radiating from the original settlement at Savannah.

This was an order fixed in harmony with conditions and the times, but an order whose common destiny appears to have excelled by the actors of the day when Georgia was young in years but mature and virile in action.

Today there will assemble at one of Georgia's most sacred shrines, Midway Church, in Liberty County, people who played an important part in the history of the state, from every standpoint, from the Colonial period down. This shrine is approached with wonder and it would require volumes to respond to queries as to its history, so far-reaching is its scope, it is international. For nearly two centuries the Midway people have influenced the trend of affairs in Georgia, and recurring events today still have a point of contact with this noted section and its people.

The speaker of the day is Dr. Richard T. Gillespie, president of Columbia Theological Seminary, Columbia, S. C.

Dr. Thomas Goulding enjoyed the distinction of being the first native born Georgian to enter the Presbyterian ministry, an honor falling to Midway, for his was a very important part played in the early history of that church in this state. Born at Midway March 14, 1786, son of Thomas and Margaret (Stacy) Goulding, he was baptized June 25 of that year and in 1810 admitted into the church, the church which today pays a tribute to his memory in having its renowned pul-

pit filled by the president of Columbia. As a boy he was well advanced under private instruction, and taught at Sunbury and at points in McIntosh county. As a young man he applied for entrance into Yale, as did numerous of the young men of Midway, but finding scholastic customs disagreeable to his refined taste and exalted sense of right, he returned home with an attitude far different from the average youth of this day, when the glamour of college life is all absorbing.

Thus the man who was destined to become the head of a great Southern ecclesiastical institution entered active life without the experience of having been taught in such an institution, the teacher and not the pupil. He gave up the study of law and entered the ministry, having been licensed by Harmony Presbytery in 1813. His first pastorate was at White Bluff Church, near Savannah, where he remained until 1822. Leaving his native section he accepted a call to Lexington, Oglethorpe county. Here his powers were increased and his influence broadened into one of worldwide scope. Lexington was the home of some of Georgia's most able statesmen, the home of the Upsons, Lumpkins, Cobbs, Crawfords, and others of

the type. Judge Joseph H. Lumpkin, a convert under Dr. Goulding, became an elder in his church.

Organizing a theological class of five members, Dr. Goulding taught in the Presbyterian manse at Oglethorpe for several years, thus laying the foundation for Columbia Seminary. In 1830 the preacher-teacher and his little class moved to Columbia, where the young minister was chosen professor of Ecclesiastical history and church government. As at Lexington, the manse in Columbia was the school room. The following year the college buildings were commenced, the main building being substantially as it is today. He remained at Columbia until 1835, and has ever been regarded as its founder.

Leaving Columbia, he accepted a pastorate in Columbus, Ga. (First Presbyterian Church), where he remained until death. He sleeps in Linwood Cemetery, Columbus, beneath a memorial erected by his congregation, after thirty-five years in the ministry. Thus Columbia, long since grown into an educational institution of high rank, owes its origin to a beloved son of Midway. In the Divine order of things, Columbia is returning to Georgia, to

(Continued on Page 98.)

Real Estate For Sale or Rent

A. O. BLACKMAR CO.

Loans on Real Estate

A. O. BLACKMAR CO.

54 years without
a loss to lender

For Eighty Years...

The People of Columbus Have Been Served With

DEPENDABLE PROTECTION

By This Old Insurance Office

WILLCOX-LUMPKIN CO.

Founded 1848

Telephone 2

1149 BROADWAY

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Columbus Iron Works Company



*--- for three quarters of a century
a part of Industrial Columbus*

The city of Columbus, Georgia now celebrates its Centennial, marking an even hundred years of struggle, growth and progress. An entire century has slipped by, but the generations which are to come cannot soon forget the generations which have passed.

The works of those early pioneers still live. Their hopes, their aims and their ideals will survive forever.

It is significant that this year which marks the hun-

dredth anniversary of the founding of our city marks, also, the seventy-fifth anniversary of the city's oldest industrial institution—The Columbus Iron Works Company. Established in 1853 this company has had an intimate and human identification with the very life of the community. It has been the privilege of the Columbus Iron Works Company to make a substantial contribution to the industrial development of the city. Columbus and the Columbus Iron Works Company have grown together.

COLUMBUS IRON WORKS CO.

Columbus,  Georgia

Columbus Compression
Ice and Refrigerating
Machines and Equipment

General Machine
and Foundry Work
Engineering Service

Plows, Plowstocks
Cane Mills and
General Mill Supplies

NOW MANUFACTURING
Columbus Circulating Cabinet Type Heaters
Dealers Write for Literature

Offering a Complete Service in Builders' Supplies



View of plant and yards of Snellings Lumber Company.

Everything Needed for Building

Manufacturers of
Rough and Dressed Lumber, Sash and
Doors—Lime, Cement, Plaster,
Roofing

We carry in stock complete line of standard building material, and are in position to give prompt and carefully co-operative service. Serving all sections of Columbus and Phenix City and suburbs.

SNELLINGS LUMBER COMPANY

1548 North Railroad St.

PHENIX CITY, ALA.

Phone 847

DUNCAN ST. CLAIR
Pres. and Treas.

C. D. ST. CLAIR
Secy. and Asst. Treas.

G. W. ST. CLAIR
General Supt.

T. C. Thompson & Bros.

(Incorporated 1895)

General Contractors

Builders of the addition to the Swift Spinning Mills,
Columbus, shown on Page 15 of this issue.

Our Record in Columbus

We built:

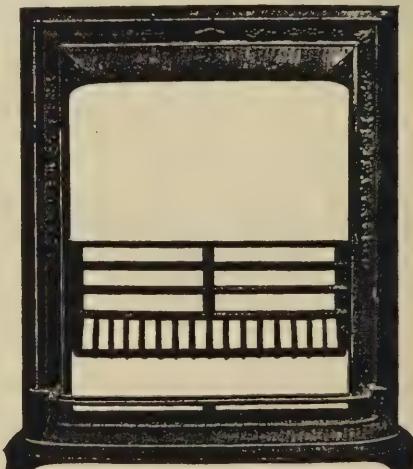
Meritas Mills Complete	
New Mill of Swift Mfg. Co.	Two Additions to Columbus Mfg. Co.
Addition to Swift Spinning Mills	New Mill of Bradley Mfg. Co.
Second and Third Addition to Bibb Mill	New Mill of Hamburger Cotton Mills

Our Record Elsewhere

We have, in the past 20 years, built over 300 Cotton Mills and Additions, over 6000 Mill Cottages; also numerous Office Buildings, Schools, Churches, Dormitories, Community Buildings and Stores.

Home Office:
Birmingham, Ala.

Main Office:
Charlotte, N. C.



Fireplace Furnishings

In Plated or Common Goods

Building Castings

Wall Ventilators

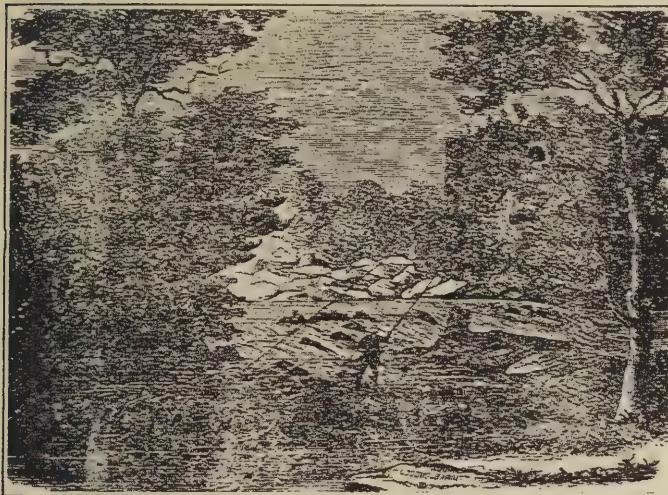
Ash Pit Doors and Dumps

Write for New Catalogue showing some of the
Castings manufactured at our Plant

Dismuke Iron Works, Inc.
COLUMBUS, GA.

The Lovers' Leap of Indian Legend, and the Same Spot Today

The old legend of Lovers' Leap, Columbus, Georgia, as it has come down in printed form for more than fifty years. One of the most beautiful and picturesque points on the Chattahoochee river, the spot was noted for its wild grandeur. It retained its natural charms until that day, nearly thirty years ago, when Man harnessed the falling waters and converted all this wasted power into the subtle electric current to turn the wheels of factories.



Scene near Lovers' Leap, Chattahoochee River. (From an old print in White's Historical Collections of Georgia," published in 1854.)



Lovers' Leap as it appears today. On the bluff from which, according to Indian legend, the lovers leaped into the madly racing waters below, a corner of the huge Bibb City mill (textile plant) of the Bibb Manufacturing Company now rests. The river bed at that point is now occupied by the North Highlands dam and power plant of the Columbus Electric & Power Company.

THIS romantic locale is a high and ragged cliff, which terminates an ascending knoll of dark rocks, and projects boldly into the Chattahoochee River. Its summit commands one of the most magnificent displays of river scenery which Nature could present, or which Art could picture. On the left the river pursues its downward course to Columbus, in a straight line. Its flow is rapid and wild, broken by rocks, over which the water frets and foams in angry surges. The bed of the stream is that of a deep ravine, its walls lofty and irregular cliffs, covered to their verge with majestic forest growth. From this point the city of Columbus is but partially visible. At the "Leap" the river makes a sudden turn and forms an angle with its course below, flowing in a narrow channel so regularly lined with rocks on both sides and of such uniform width as to resemble a canal. A short distance above it makes another right angle and resumes its old course.

* * *

While yet a child she was betrothed to the young Eagle of the Cowetas, the proud scion of their warrior Chief. But stern hatred had stifled kindly feelings in the hearts of all save these two young creatures, and the pledged word was broken when the smoke of the calumet was extinguished. Mohina no longer dared to meet the young Chief openly, and death faced them when they sat in a lone, wild trysting place, 'neath the starry blazonry of midnight's dark robe. Still they were undaunted, for pure love dwelt in their hearts, and base fear crouched low before it, and went afar from them to hide in grosser souls. Think not the boy-god changes his arrows when he seeks the heart of the red man. Nay, rather with truer aim and finer point does the winged thing speed from his bow, and deeply the subtle poison sinks in the young heart, while the dark cheek glows with love's proper hue. The deer bounded

gladly by when the lovers met and felt he was free, while the bright-eyed maiden leaned upon the bosom of the Young Eagle. Their youthful hearts hoped in the future, though all in vain, for time served but to render more fierce that hostile rivalry, more rank than deadly hatred, which existed between the tribes. Skirmishes were frequent amid their hunters, and open hostilities seemed inevitable.

* * *

And now it was told by some who had peered through the tangled underwood and matted foliage of those dim woods, that the Coweta had pressed the maiden to his heart in those lone places, and that strange words and passionate were even now breathed by him to her ear. Then the hunters of the Cussetas sprang from their couches and made earnest haste to the dark glen. With savage yell and impetuous rush they bounded before the lovers. They fled, and love and terror added wings to their flight. For a while they distanced their pursuers. But the strength of Mohina failed her in a perilous moment, and had not the Young Eagle snatched her to his fast-beating heart, the raging enemy had made sure their fate. He

rushed onward up to the narrow defile before him. It led he forgot whither. In a few moments he stood on the verge of this fearful height. Wildly the maiden clung to him, and even then, in that strange moment of life, his heart throbbed proudly beneath his burden. The bold future alone was before him; there was no return. Already the breath of one of the pursuers, a hated rival, came quick upon his cheek, and the bright-gleaming tomahawk shone before him. One moment he gazed on him and triumph flashed in the eye of the young chief, and then with a shudder he sprang into the seething waters below. Still the young maiden clung to him, nor yet did the death struggle part them.

* * *

The mad waves dashed fearfully over them, and their loud wail was a fitting requiem to their departing spirits. The horror-stricken warriors gazed wildly into the foaming torrent, then dashed with reckless haste down the declivity to bear the sad tidings to the old Chief. He heard their tale in silence. But sorrow was on his spirit, and it was broken. Henceforth his seat was unfilled by the council fire, and its red light gleamed fitfully upon his grave.

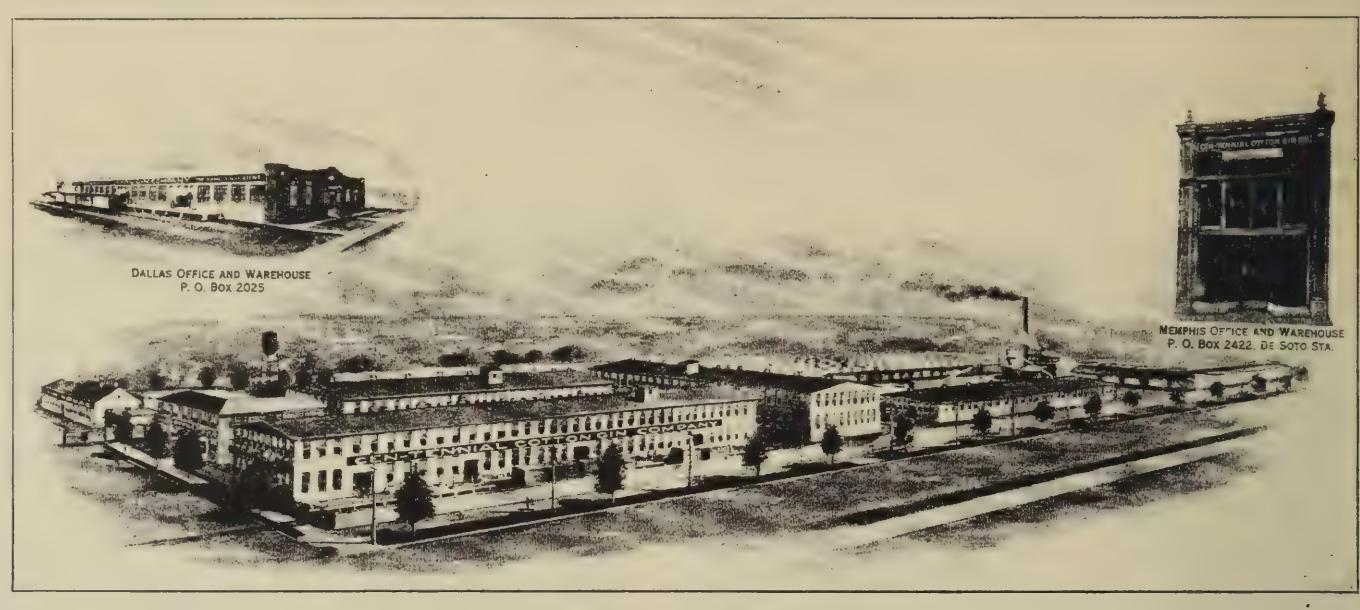
BRYANT & JONES

Murrah Building Soda Fount & News Stand

Tobaccos, Candies, Sodas, Sandwiches, Magazines and Newspapers

Do We Deliver?—Phone 9124

Remarkable Growth of Cen-Tennial Cotton Gin Co.



Plant of Cen-Tennial Cotton Gin Company, Columbus, Ga.

ONE of the outstanding manufacturing successes of the South, is that of the Cen-Tennial Cotton Gin Company, of Columbus, Ga., with branches at Dallas, Texas, Memphis, Tenn., and elsewhere. Guided by men of sterling worth and long practical experience, this company has grown from a small one, to its place among the leading gin manufacturing plants of the South.

Founded as the Georgia Agricultural Works, at Fort Valley, Ga., in 1876, it produced a standard high grade product, and operated with much success until 1921. On April 6, 1921, the plant was purchased as an operating concern, by the present owners. Unfortunately, just 16 days after this, on April 22, 1921, fire completely destroyed the plant at Fort Valley, and occurring in the middle of the manufacturing and selling season, this would have discouraged men without stout hearts. However, the owners promptly moved their patterns, etc., which were saved, and their crew of workmen to Columbus, Ga., where they could obtain cheap power, and where they were able to lease a large manufacturing plant. Their enterprise is shown clearly by the fact that they were producing gins on May 15, 1921, less than 30 days after the fire.

While operating in a leased plant, they promptly began the construction of the present modern, and up-to-date factory, which is today, one of the best arranged, most modern and best lighted gin factories in the United States.

Every year, since this time, it has been necessary to increase the capacity of the plant, and the wonderful increase in business, and the general outstanding success of this company is due solely to a policy of producing only the best and dealing squarely and liberally with their customers.

The large increase in the business in the West, and in the Delta Section of the South, has made necessary, the construction of plants at Dallas, Texas,

and Memphis, Tenn., with sales offices throughout the entire South.

The president of the Company, R. W. Swope, is still a young man, but one who has spent his life in the business, and whose long and broad experience has contributed largely to the success of the company.

The vice-president of the company, K. R. Lummus, also a young man, has spent practically all of his life in the gin line, and his efficient and genial personality, and his practical knowl-

edge has been quite a factor in the up-building of this concern.

The secretary and treasurer of the company, S. K. Dimon, Jr., is a young man of very sterling character and worth, and has a practical business training that well fits him for his position.

The sales manager of the company, T. O. Ott, is widely known throughout the South, having been identified in the sales end of the business, not only with this company, but with one of the other

A COLUMBUS PASTOR FOUNDED COLUMBIA SEMINARY

(Continued from Page 94.)
become a landmark in its maternal soil, in the capital city of the state of its origin.

* * *

Any reference to the Gouldings of Midway necessarily includes Dr. Frank Goulding, son of Georgia's first native citizen to be ordained in the Presbyterian ministry, himself a minister of the same faith and a man of wonderful powers as minister and author. Wherever the English language is spoken, "Young Marooners" has been read, as well as other works of the junior Goulding. He was the real inventor of the sewing machine, one among several inventions of Southern men claimed by those of the North. His first pastorate was at Harmony and Concord, South Carolina. In Georgia he preached at Greensboro, Waynesboro and other points and for six years prior to the War between the States served the church at Darien. During the struggle of the sixties he was a chaplain in the Southern army. His ministry extended over a period of forty-eight years. He sleeps in Roswell cemetery, Cobb county, and his grave is marked in a simple and impressive manner, impressive in its unique simplicity, with one diminutive stone at the head and another at the

foot of his grave. The inscription at the head reads, "Rev. Francis R." and the foot-stone carries the one word, "Goulding." The two little stones, for all we know, may symbolize the fact that his influence extended over two continents, for the children are still reading "Young Marooners," and lives are still being shaped under the influence of the Gouldings of Midway.

large concerns in the same line. His experience, acquaintance, and general character, will always prove a contributing factor in the greater progress of this company.

The business of this company covers the cotton growing world, not only in all of the cotton states of the South, but in Turkey, Africa, Mexico, and other foreign countries, and is well and favorably known for its efficient performance.

In addition to sales offices and branches throughout the South, the company maintains an active and aggressive export office in New York City.

Mail a copy of the Centennial Number of The Industrial Index to a friend. It will be interesting—and will be highly appreciated.



H. C. Smith

H. C. SMITH'S

Three Good Drug Stores

701 3rd Ave.....Phones 281-981

1002 Broad St.....Phones 910-9131

1401 1st Ave.....Phone 2967

COLUMBUS, GA.

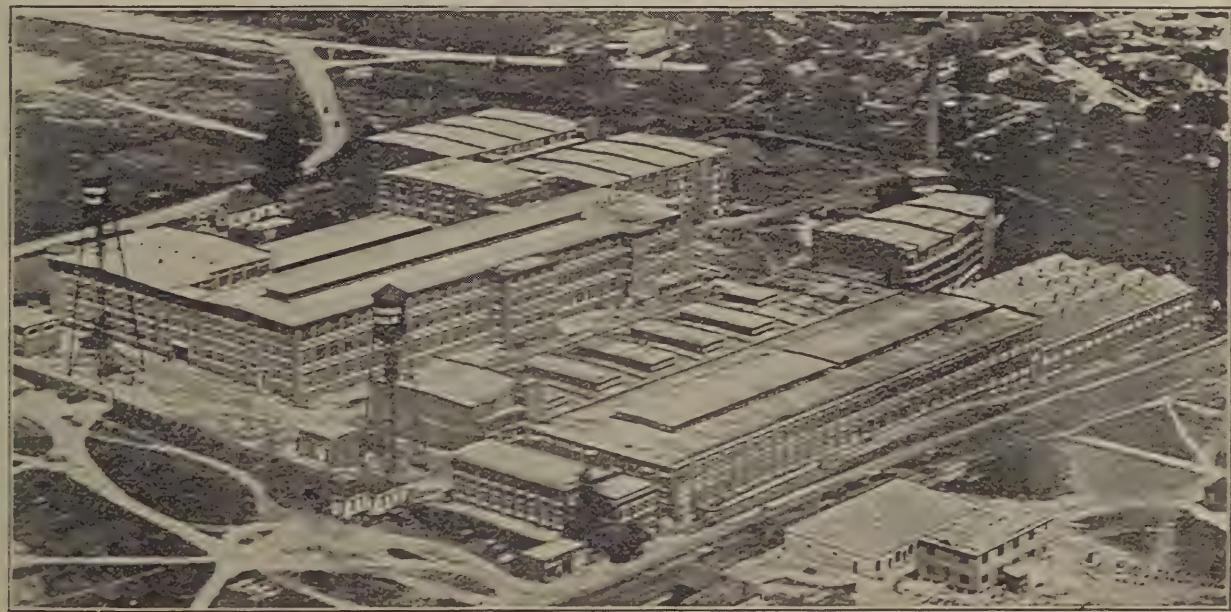
Garden, Field and Flower Seed—
Bulbs and Plants—Garden Fertilizers,
Poultry and Stock Powders, Disinfectants and Sprays.

Imported Perfumes—Drug Sundries—
Cigars, Tobacco and Cigarettes—
Soda and Creams.

The Camera's Truthful Story of Columbus, Georgia

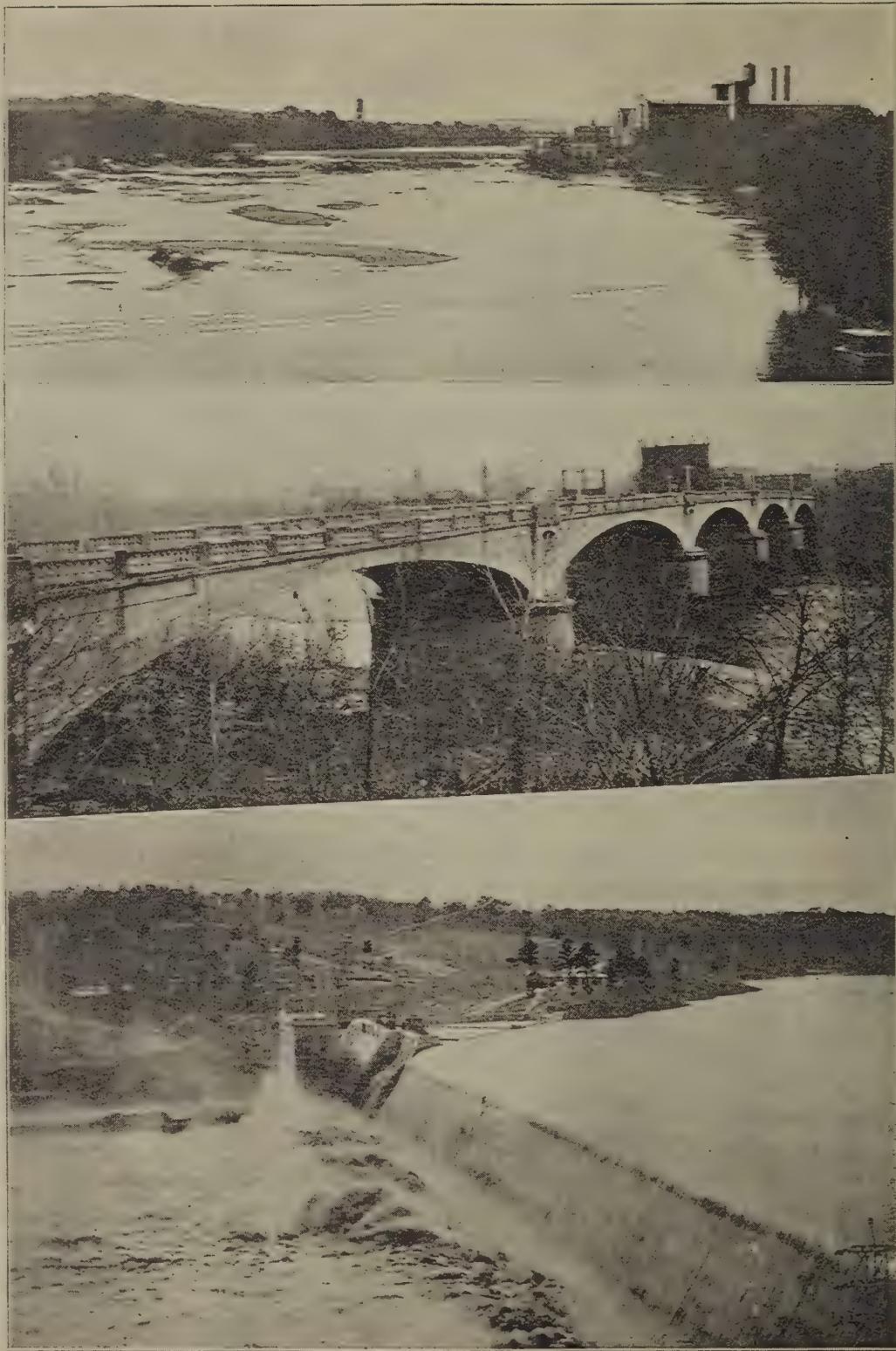


Mills Nos. 3, 5 and 6 of the Muscogee Manufacturing Company, one of the oldest textile institutions of Columbus, Ga. Manufacturers of colored cotton goods, towels, tappings, yarns, etc.



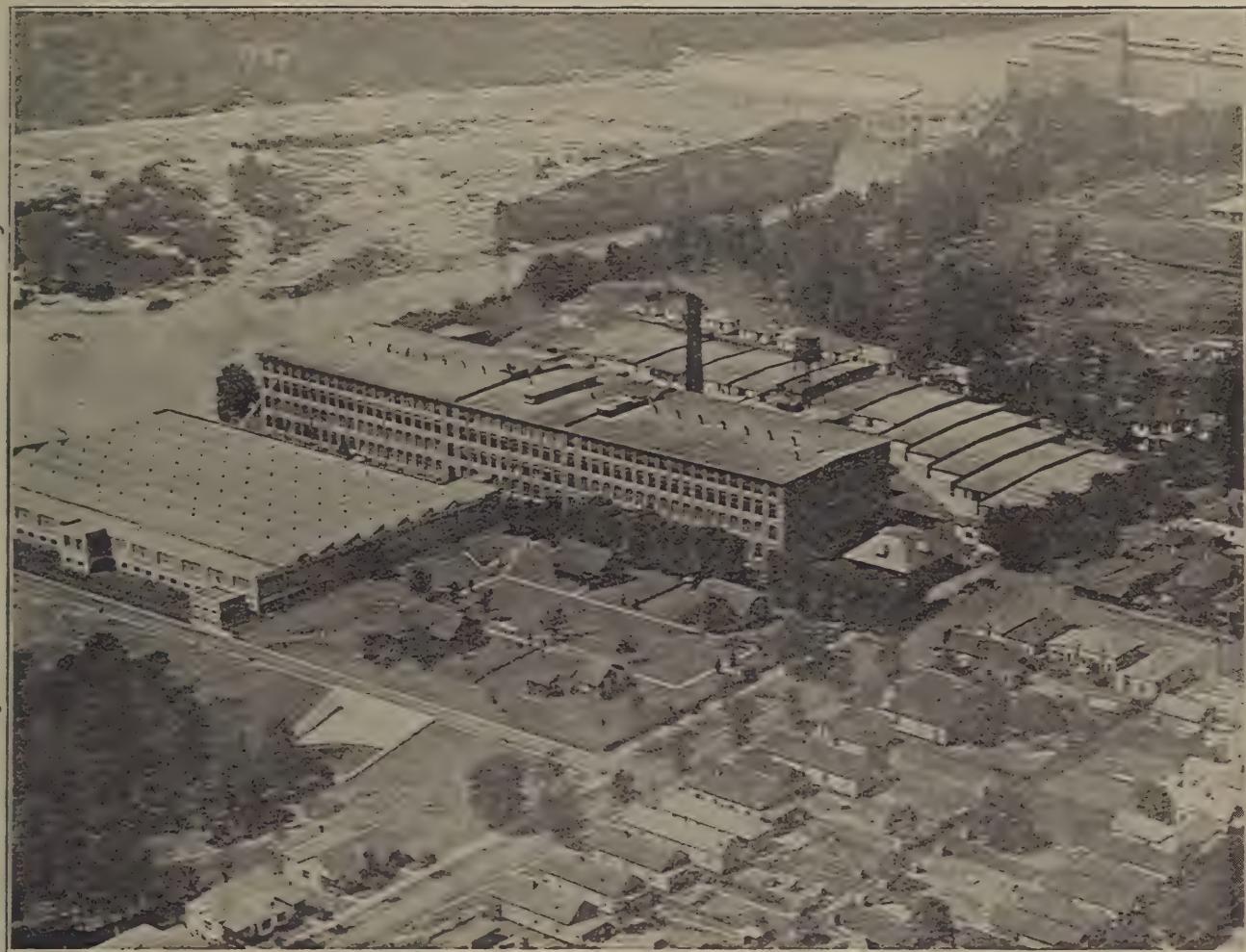
Air view of the Meritas Mills. This plant, established in 1911, has been repeatedly enlarged in the intervening years. Manufacturers of drills, duck and sheeting for imitation leather. (Photograph by H. J. Harvey, with S. G. Irvin, Aviator.)

Along the Chattahoochee River At and Near Columbus



Interesting views along the Chattahoochee river at and near Columbus, Georgia. At top, glimpse of dam and portion of plant of Eagle & Phenix Mills. In center, Dillingham street bridge; Hardaway Contracting Company, Columbus, Contractor. At bottom, Goat Rock dam of Columbus Electric & Power Company, north of Columbus. Built by Hardaway Contracting Company, Columbus.

Types of Giant Cotton Mills that "Grow" in Columbus



Plant of Columbus Manufacturing Company, Columbus, Ga. A large manufacturer of sheetings.



Plant of Bibb Manufacturing Company, Columbus, Ga. Automobile tire fabrics the principal product of this mill.

A Viaduct, and Section of Foundry-Machine Shops

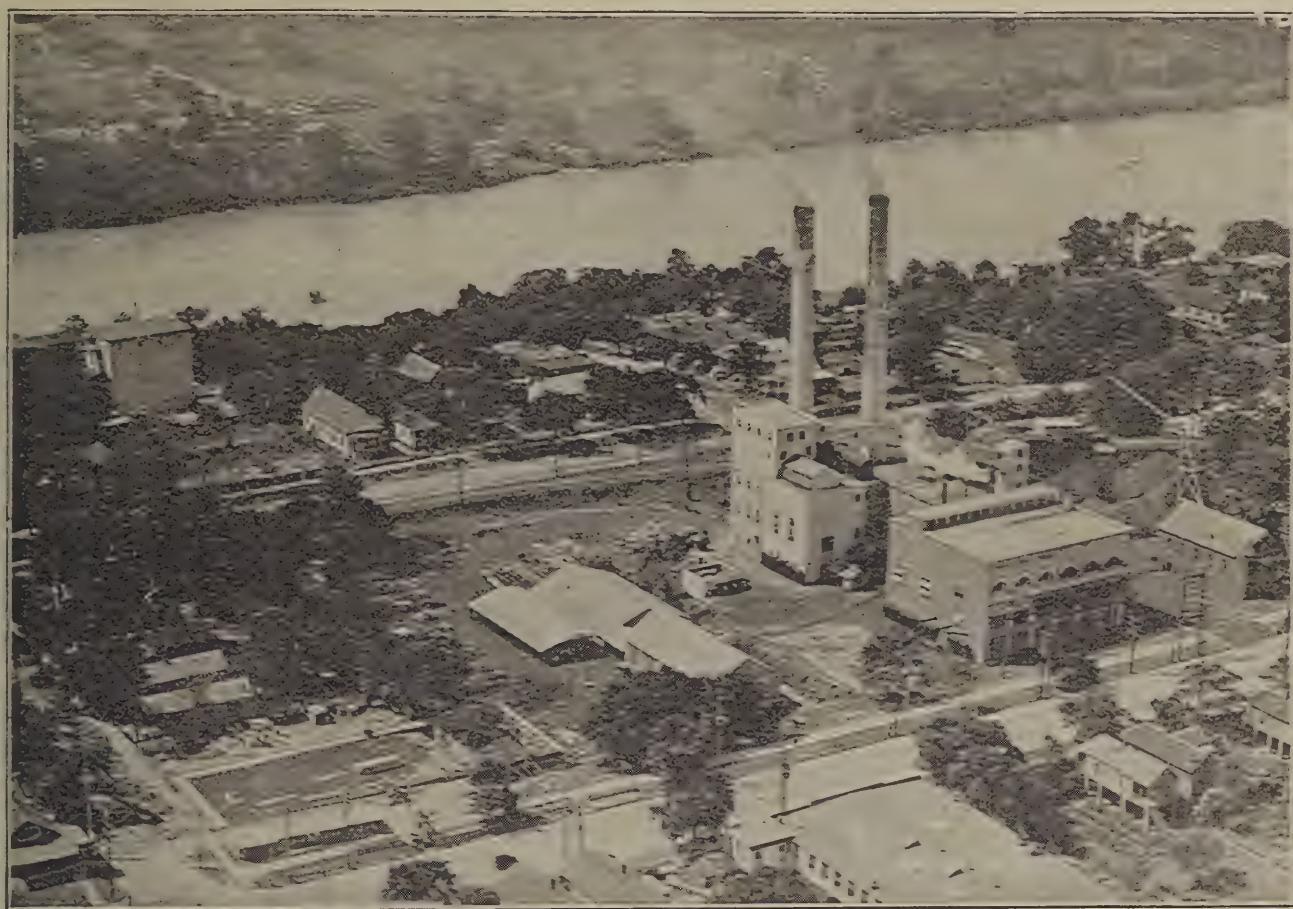


Thirteenth Street Viaduct, Columbus, 1,888 feet long—the longest viaduct in the South. This photograph made at corner of Fifth Avenue.



A section of the plant of Golden's Foundry & Machine Company, Columbus, Ga., manufacturers of transmission machinery, castings, cane mills, etc.

Reserve Power Plant, and Chattahoochee River Bridge



Steam Plant of Columbus Electric & Power Company, Columbus, Ga. A reserve power station.



Looking northwest from the Swift-Kyle Building, Columbus, Ga.: In the foreground portion of warehouses of Eagle & Phenix Mills. At right end, original mill of Muscogee Manufacturing Company. In center, Fourteenth Street bridge across Chattahoochee River, built by Hardaway Contracting Company, Columbus. In the distance, glimpse of Phenix City, Ala. (Since this photograph was made, Trinity Methodist Church, the church to the left, has been rebuilt.)

A Columbus Textile Plant—Modern Railroad Shops



Plant of Bradley Manufacturing Company, Manufacturers of colored cotton yarns.



A section of the Columbus shops of the Central of Georgia Railway Company.

Two Columbus Plants, Both Notable in Their Line

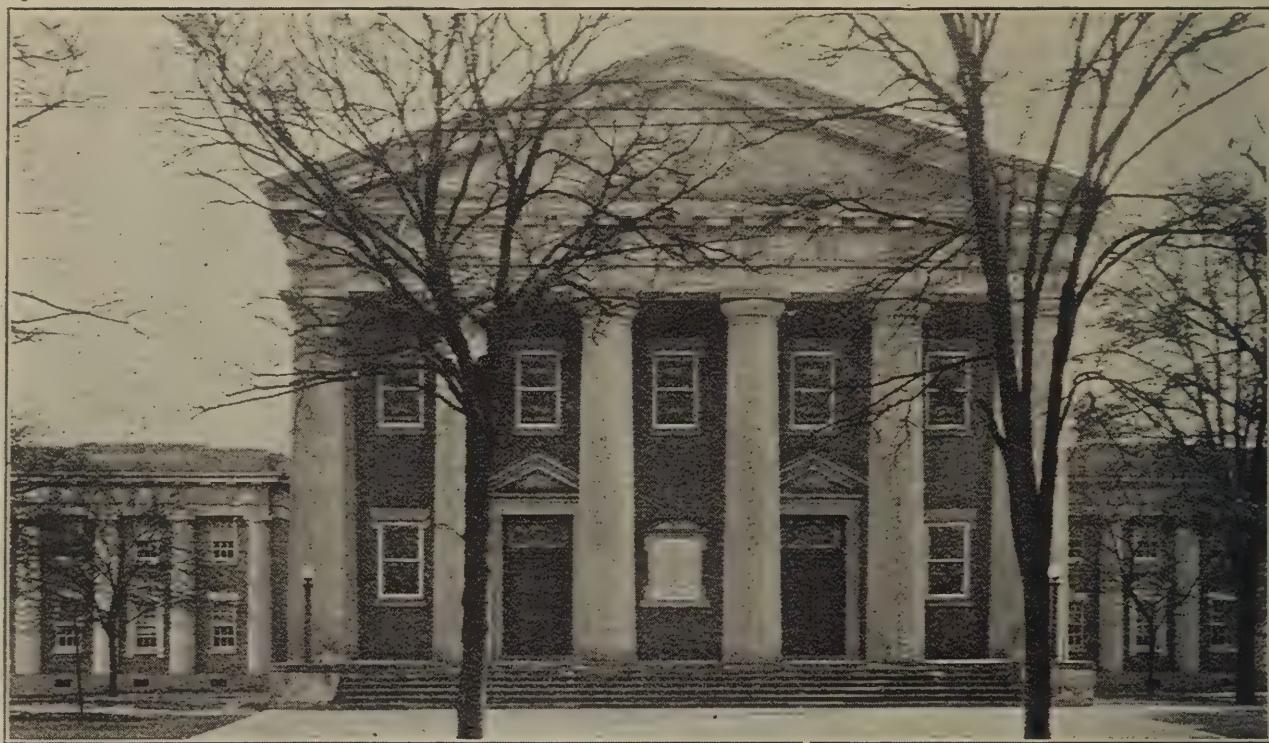


Air view of plant of Bibb Manufacturing Company. The North Highlands dam of the Columbus Electric & Power Company is also shown in this picture.



Plant of Columbus Brick & Tile Company, from the air. (Photo by United States Air Service.)

On the Famous "Church Block" of Columbus, Georgia



First Baptist Church, Columbus, Ga.



Sunday School Department of St. Luke Methodist Church, Columbus, Ga. (Addition built in 1924.)

Modern Sunday School Facilities Provided at Columbus



St. Luke Methodist Church, Columbus, Ga.

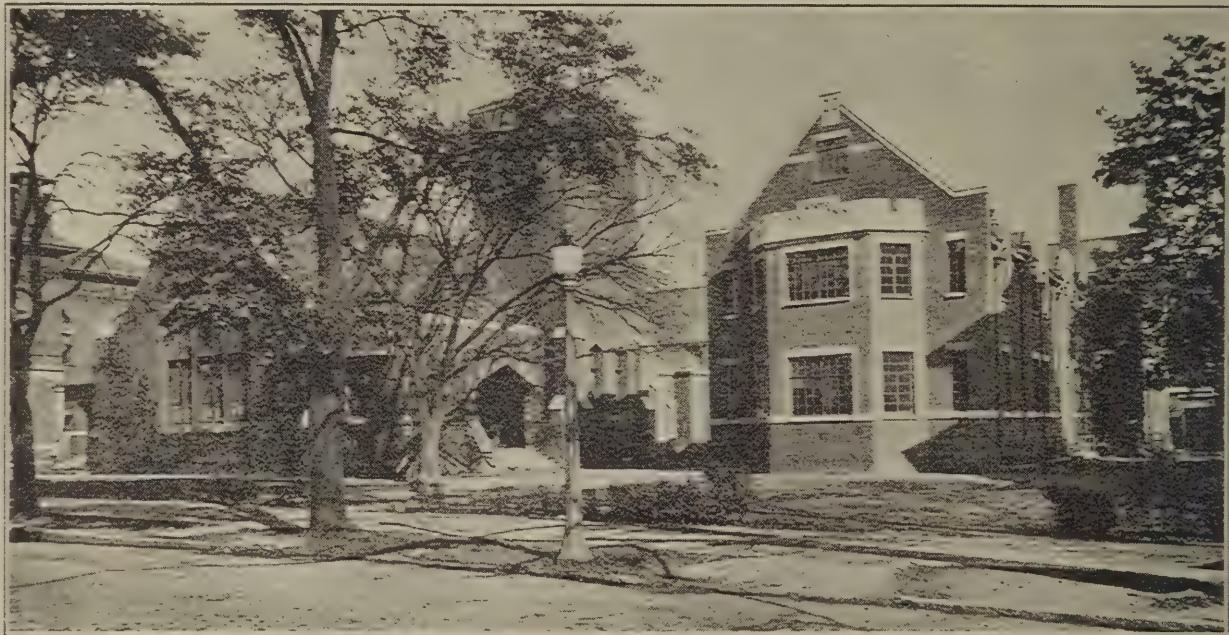


Sunday School Building of First Baptist Church, Columbus, Ga. (Built in 1924.)

High School, County School, and a Columbus Church



Columbus High School, built and equipped at a cost of \$410,000.

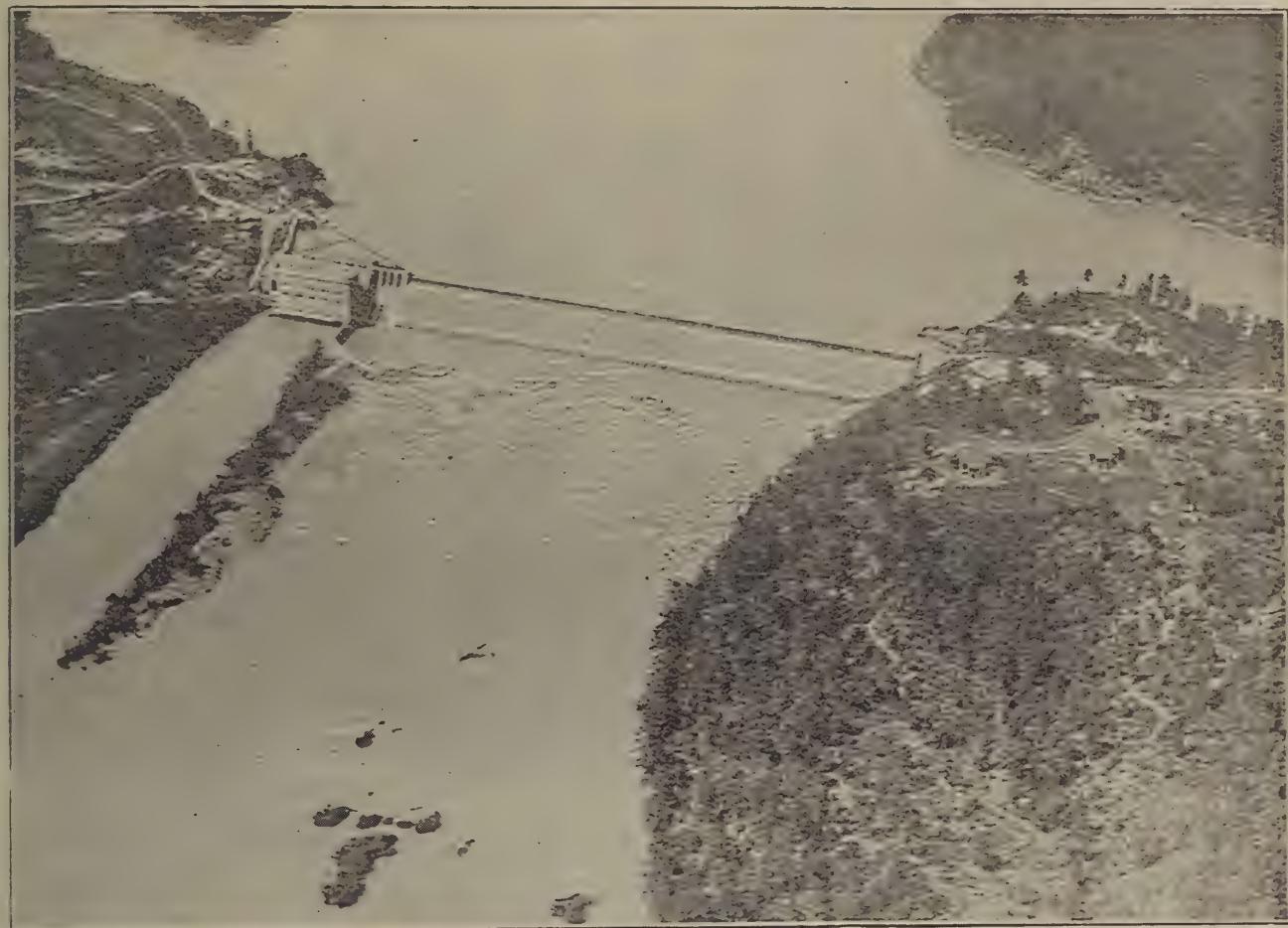


Trinity Episcopal Church. On the right is shown parish house built in 1926 at cost of \$60,000.



Brookhaven School, Muscogee county. This is the type of school building adopted by the Muscogee County Board of Education.

A Chattahoochee River Dam; a Columbus Cotton Mill



Goat Rock dam and power plant of the Columbus Electric & Power Company. Built by Hardaway Contracting Company, Columbus.



Plant of Swift Manufacturing Company, large manufacturers of colored goods. Mitcheline bedspreads, Cottage Crinkle bedspreads and specialties.

Newly Paved Roads, and a Columbus Textile Plant



In the foreground, beginning of the River road, Muscogee county. This highway paved with concrete in 1927—Campbell Contracting Company, Columbus, Contractor. This photograph gives a view of the Meritas Mills from the North.



Hamilton Road, Muscogee county, paved with concrete from the city limits to the county line. Campbell Contracting Company, Columbus, Contractor.

Paved Roads, Concrete Bridges, for Muscogee County



A view of the River road, a Muscogee county highway paved with concrete in 1927. Campbell Contracting Company, Columbus, Contractor.



A typical concrete bridge in Muscogee county. Many bridges of this type have been erected by the county in recent years.

Two Columbus Factories—The Far-flung Building Line



A glimpse of a section of the Eagle & Phenix Mills, one of the oldest and largest textile institutions at Columbus.



Plant of the City Mills Company, large manufacturer of wheat and corn products.

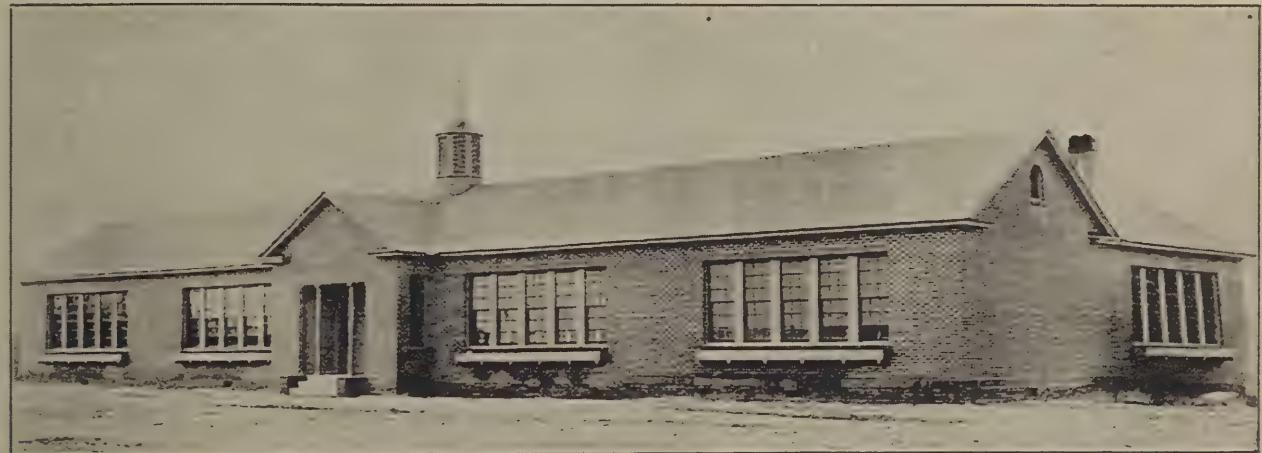


Scene on a country road near Columbus. All houses shown in this picture are new.

Industry, Education, Chattahoochee Valley Exposition



Exhibit Hall of Chattahoochee Valley Exposition, Columbus



Rosemont School, Muscogee County

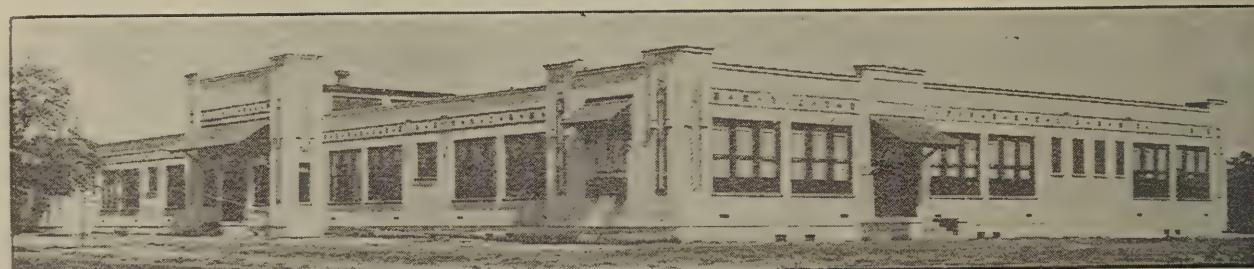


Bibb Cotton Mill at night.

Types of Modern School Buildings at Columbus, Georgia



Linwood School



North Highlands School



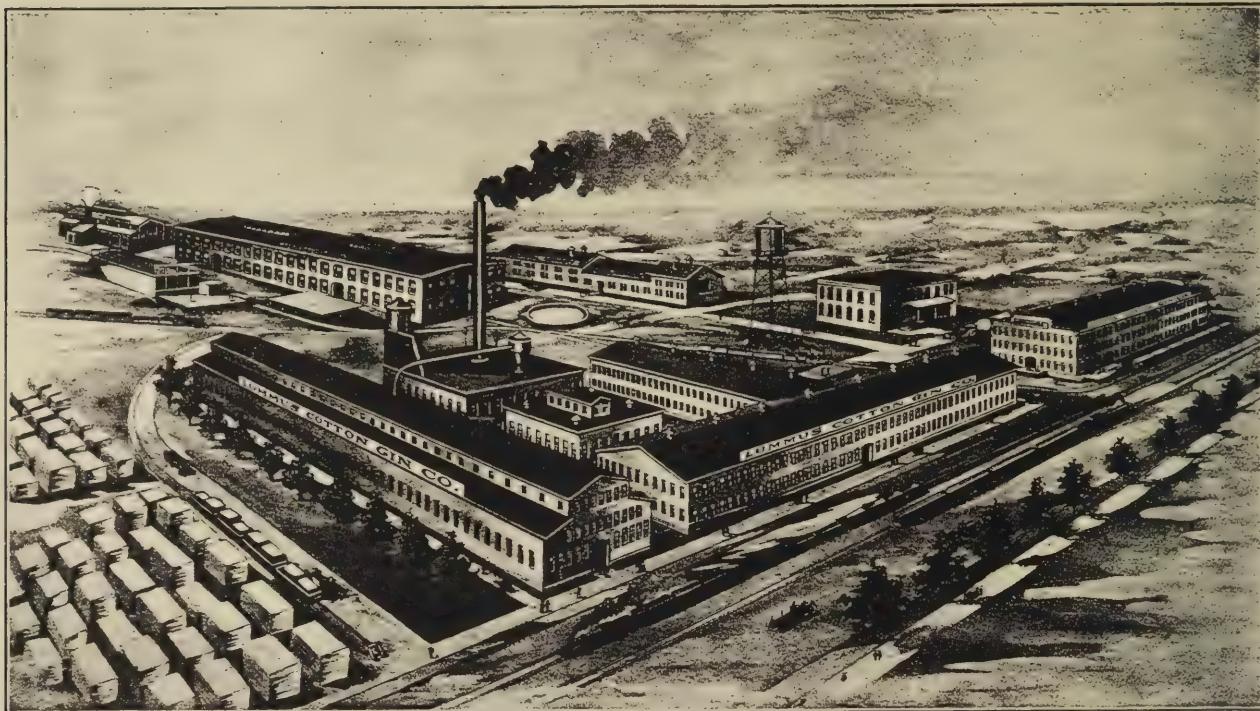
Waverly Terrace School

A Beautiful and Historic Church Building at Columbus



First Presbyterian Church

Lummus Gins Are Used Wherever Cotton Is Grown



Plant of Lummus Cotton Gin Company, Columbus, Ga.

ON THE manufacturing skyline of Columbus, Ga., the Lummus Cotton Gin Company is outstanding for more than one reason.

It is one of the most important industrial acquisitions ever made by Columbus.

It is prominent among the great cotton gin factories of the South and enhances in a most desirable way the industrial prestige of Columbus.

It is a large institution, with branch offices throughout the cotton belt, and representatives in foreign countries wherever cotton gins are bought or installed.

Its gins are installed and used wherever cotton is grown.

Its product literally encircles the globe, thus assisting this community to make the perfectly truthful claim that the sun never sets on goods and equipment made in Columbus, Ga.

It is a successful institution and thus is a perennial advertisement of Columbus as an industrial center where manufacturing conditions are the expression of a steady, healthful growth.

It has a large payroll and its employees receive wages that enable them to make a large contribution to civic growth.

It manufactures and sells from two to three million dollars of cotton ginning machinery and allied equipment annually, and thus splendidly does its part to swell the total of the manufacturing output of Columbus.

It draws money to Columbus from wherever cotton is grown, be it North America, South America, Africa or Asia, or the isles of the sea, and this money is for the most part spent in Columbus.

It is thus a factor of steadily increasing importance in the continued growth and prosperity of Columbus.

The Lummus Cotton Gin Company is not simply interesting, however, because it is one of the largest industrial institutions at Columbus; it has had a truly remarkable record which attracts an interest and respect much broader than that based merely on community pride.

The Lummus Company stands as the embodiment of an idea that has revolutionized cotton ginning methods and has advanced the whole cotton ginning industry in a wonderful way.

Introduced Air Blast Method

It was the Lummus Cotton Gin Company that introduced, successfully, the now-celebrated method of ginning cotton without a brush, a system which eliminates the old style troublesome and expensive gin brush (introduced by Eli Whitney and used by all gin manufacturers until Lummus perfected the air-blast system). Today the Lummus Company is known as "The Air Blast People."

The idea of air-blast met the prejudice and opposition of a large number of ginners who are now its most enthusiastic advocates. Twenty years ago the entire output of the Lummus plant was brush ginning machinery; today it is air-blast almost exclusively.

The Lummus system has been constantly improved and developed, and almost toward perfection. The company has had a wonderful experience, its products having attained a really remarkably popularity, and the company's business has witnessed a marked growth in recent years despite the ravages of the boll weevil.

The founder of the Lummus Cotton Gin, the late Franklin H. Lummus, began operation in a small way at Columbus about 1871 but after a few

years removed to Juniper, Ga. The company has had a record of 55 years of uninterrupted performance and service. The development of the business from a small shop to the present magnificent plant representing an investment of a million dollars or more is due not only to the company's originality, courage and enterprise, but also to a high conception of ethical dealing which has made a lasting impression on the cotton ginning trade. The company's reputation for high integrity is one of its most prized assets, and it is noted, too, for its liberality of policy.

To Columbus in 1899

The Lummus Cotton Gin Company moved to Columbus in 1899, and in that year the nucleus of the present great plant was established. This has been added to consistently and automatically through the years in a well-considered program of expansion which kept in mind improvement of methods and facilities as well as enlargement of output. One of the comparatively early improvements was the erection of the large three-story brick warehouse facing the Central of Georgia and Seaboard Air Line Railway tracks. Productive capacity of the plant itself was steadily increased. Some years ago the company built and adequately equipped one of the largest sheet metal working plants in the South. This plant, housed in a two-story building 80x200 feet, was equipped so completely that it not only took care of the company's own sheet metal requirements, but could handle a certain volume of sheet metal work commercially, for the general public, especially for the cotton mills of this section.

The Lummus Company is equipped to do and does some work for the cotton mills which was formerly sent to the New England shops.

Steadily Enlarges Facilities

Two years ago the Lummus Cotton Gin Company made one of the most notable plant improvements in its entire history, erecting a machine shop 110x220 feet. This is one of the best designed and best built shop buildings ever constructed in Columbus. The light is uniform, and while strong and clear, there is no glare whatever.

The equipment is the last word in machine shop equipment and machinery, and greatly facilitates the company's work.

Last year the Lummus Cotton Gin Company built a substantial addition to its main warehouse, a three-story brick building.

The enterprise exhibited by the Lummus people has been expressed not only in changes in the type of equipment, and steady improvement of existing types, but also in opening new fields, and in the systematic, helpful development of these fields.

Thus in recent years the company has been manufacturing a type of ginning machinery suitable for the requirements of cotton ginners in the Far West, and many Lummus ginning outfits are now found in California and in Lower California. Officials of the company have made numbers of trips to Mexico, and have co-operated with the state governments there, and others in developing the cotton-growing industry.

Wherever Cotton is Grown: Lummus

Lummus gins are found in Brazil, Peru, Russia, the Dutch East Indies, Turkey, the cotton growing countries of Africa, Australia and, indeed, wherever cotton is grown.

The company maintains sales branches in Charlotte, N. C., Memphis, Tenn. (Continued on Page 117.)

Georgia Home Insurance Co. One of South's Oldest

COLUMBUS is the home and headquarters of one of the oldest fire insurance companies in the South—the Georgia Home Insurance Company.

The Georgia Home was a pioneer in its lines in the Southern states, and holds a peculiar place in the affection and esteem of Southern people. It is the oldest stock fire insurance company in Georgia.

Columbus business men gifted with both foresight and enterprise organized the Georgia Home in ante-bellum days. Its inherent strength was such that it survived the shock of war and as the years went by continued to increase in prestige and volume of business until it became accepted as one of the permanent, enduring institutions of Georgia and the South.

The Georgia Home Insurance Company was chartered in 1859. The late D. F. Wilcox was active in its organization, was in charge of its affairs in its early days, and was prominently identified with the company for years. The late John McGough, merchant and capitalist, was its first president. In 1868 when the late William C. Coart, who was identified with this enterprise for many years, went with the Georgia Home Insurance Company, Dr. James F. Bozeman was president and D. F. Wilcox secretary.

The late J. Rhodes Browne, who contributed so actively and effectively toward the upbuilding of Columbus along substantial lines, was interested in the Georgia Home Insurance Company from the beginning. He was impressed with the possibilities of the enterprise, increased his holdings of Georgia Home stock, and took an increasingly active part in the affairs of the corporation. He was elected president of the company, in the seventies, serving continuously in that capacity until 1900, when his death occurred. His son, Rhodes Browne, who had been vice-president of the company, succeeded him as president.

* * *

A Noted Building

The Georgia Home Building, which has served as the home of this institution from its inception, is a noted structure. Architecturally it is one of the most pleasing and striking in the entire South and naturally forms one of the most interesting sights in the business



Georgia Home Building, Columbus, Ga. One of the most beautiful commercial structures in the South. Of cast-iron construction, backed with brick, it is notable as a pioneer in this field of building. Construction was begun in the latter 'fifties, and the building was completed after the war.

section of Columbus. Its treatment is distinctly classical, with an outline beautiful in its purity and tastefulness. The building consists of four stories, and the long and impressive facade gives the effect of an unbroken series of modified Corinthian columns.

The Georgia Home Building is not only of unusual beauty in design, but has another distinction, most interesting to builders, and illustrating incidentally the great enterprise of the men who erected it: It is built of iron. Today steel and iron buildings are commonplace. In ante-bellum days they were rare. The Georgia Home was quite possibly the first iron building erected in Georgia, if not in this entire section of the South.

Construction of the Georgia Home Building was begun in the later 'fifties by the old Bank of Columbus, of which William H. Young, a business man of great enterprise, was president, in conjunction with the late L. L. Cowdery, Sr. The building was not completed until after the war. When the Georgia Home Insurance Company was organized it occupied quarters to the rear of the banking quarters.

The war wrought universal ruin and disaster in the South. Only the strong-

est and most fortunately situated institutions survived. The old Bank of Columbus, a large investor in Confederate securities, and the holder of much Confederate property, was among the business institutions that went down in the crash. The Georgia Home Insurance Company was fortunate enough to possess enough merchandise, cotton, tobacco and real estate to weather the storm.

Shortly after the war the Georgia Home Insurance Company acquired the building which had always been its home, remodeled the interior and completed the upper floors. At that time no partitions had been built on the two upper floors, and the arrangement of the lower floors was crude and rather unsatisfactory. The company completed construction in every detail and the beautiful white building stood as the perfected product.

The building is of cast-iron construction, backed with brick. The iron used in its erection was fabricated in Pittsburgh.

* * *

An Honored, Successful Institution

No business institution of Columbus is held in higher pride and affection than the Georgia Home Insurance Com-

pany. Home people are naturally proud of the fact that a Columbus company was a pioneer in the fire insurance field in the South, demonstrating by a record of nearly three-fourths of a century of service and usefulness that a home fire insurance company when conducted in the right way, and on the right principles, is patronized liberally and continuously, many of its present policy holders having been insured in the company for a long number of years. Columbus people are proud, also, of the honorable record of the Georgia Home during all its years of business. In the insurance and business world its name stands as a synonym for fairness and integrity. The company is noted among insurance people as being liberal to the fullest extent consistent with sound business principles. The spirit of loyalty and enthusiasm for the old Georgia Home pervades not only the home office here in Columbus, but its agents and representatives throughout the field have caught the same spirit. The company does business in every state in the union.

The Georgia Home Insurance Company has a capital stock of \$200,000, assets of \$991,960 and a surplus to policy holders of \$360,936.

The present officers of the company are: Rhodes Browne, president; Dana Blackmar, vice-president; George Klump, assistant secretary; A. P. Bugg, treasurer.

LUMMUS GINS ARE USED WHEREVER COTTON IS GROWN

(Continued from Page 116.)
and Dallas, Tex., and sales representatives at various other points of the cotton-growing world.

When the major portion of the representatives of the Lummus Cotton Gin Company on its far-flung sales and distribution lines assemble in Columbus it is a convention, indeed! The geography of it is extremely interesting and is a revelation to Columbus people as showing the scope of this great manufacturing enterprise in their midst.

Officers of the Lummus Cotton Gin Company are: T. E. Golden, president; John P. Illges, vice-president; Howell Hollis, secretary and treasurer; F. Edward Lummus, general manager. H. C. Pitts is manager of sales.



MUSICAL instruction in all departments. Pupils of all grades received. Diplomas and certificates awarded.

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Louis T. Chase,
President

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Georgia

Industrial Education, Professional Building, Homes



Industrial High School, Columbus. In the foreground, shop built in 1926 at cost of \$20,000.



Doctors' Building, Columbus. Owned by Roy E. Martin.



Homes of employees of Columbus Manufacturing Company. Attractive stuccoed residences, steam heated.

Two Beautiful New Churches on East Highlands



East Highlands Methodist Church



Eastern Heights Baptist Church

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Millions of Miles

No Serious Accidents



Scene on Fort Benning Boulevard, showing one of our Parlor Car Buses on its way to
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We employ only experienced drivers — usually men with families. They are closely supervised—trained in the elements of safety and courtesy; eyes examined periodically. You will find us accommodating and desirous of serving you.

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Interior view Everett's, Columbus' leading soda and ice cream dispenser. Third avenue at Twelfth street.

PARK AT EVERETT'S— EVERYBODY ELSE DOES!

Ice Cream, Cold Drinks, Toasted Sandwiches,
Candies and Tobaccos

Everett's

Third Avenue at
Twelfth Street

Telephone
427



An interior view at Walter Smith Clothing Store

WALTER
Smith
CLOTHING CO.
COLUMBUS GA.

This is a Columbus house with a conscience.

Though we have been in business for less than six years, we are proud of our success, which is attributed to three things: Courtesy, Service, and Quality Merchandise.

22—12th STREET

PHONE 3186

Old Clapp's Factory, a Columbus Textile Pioneer

THE above photograph, showing a picture of the old Clapp's Factory, as it was popularly known, located on the Chattahoochee river about one mile north of the present city limits, will bring interesting memories to many of the older citizens of Columbus. The mill here shown was burned about 20 years ago. Previous to that time it had not been in operation for many years.

The original factory at that point, one of the pioneer textile mills in Columbus, was built in 1849, when the Columbus Factory Company was chartered. Its incorporators were Chas. D. Stewart, Geo. Stewart, John Fontaine, Henry D. Meigs and J. R. Clapp—brothers and brothers-in-laws.

It was a comparatively small mill, making yarns mainly for country women to use in their home cotton looms—and also had a custom card to card wool for toll.

Along with other mills in Columbus and adjacent territory it was burned April 16-17, 1865, by Federal soldiers under command of General Wilson.

The mill was located on the edge of the river (near the present intake of the Columbus Water Works) at a site where it was easy to control the flow of the east branch of the river. It is said that the original dam across this small but rapid branch of the stream was built by first felling a large tree, which extended entirely across the narrow channel, there being a natural gorge at that point. A wooden dam was attached to the tree and thus a



Clapp's Factory, Columbus

dam sufficient to provide ample power for the mill was created.

After the Civil War the factory was rebuilt and stocked with second-hand machinery from Louisville, Ky. It was

then owned by Mr. Todd, a brother-in-law of General R. H. Chilton, who had been General R. E. Lee's Adjutant General.

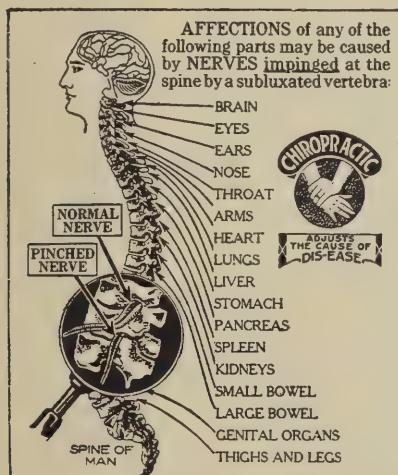
The mill was started up again with R. H. Chilton as president and Robert B. Gunby as secretary and treasurer. It had about 4,000 spindles and 116 looms, which were operated principally on sheetings.

The equipment was comparatively short lived, as it was second-hand machinery when placed in service there. It was idle for a good many years and subsequently burned.

This plant was always known as Clapp's Factory and its operators both under the new and old organization formed the Columbus Factory Company. Both new and old buildings were frame.

Subsequently this enterprise was rechartered as the Chattahoochee Falls Company, the stock being owned by the late A. Illges, the late J. Rhodes Browne and others. It was valuable as a water power but the old dam itself was practically of no value. This property was finally absorbed by Stone & Webster, Inc., and is now part of the Columbus Electric & Power Company holdings.

An excellent dam site is provided at Clapp's Factory and it is simply a question of time before the Columbus Electric & Power Company develops this power. Back water from the North Highlands dam extends to this point. The location is extremely picturesque, the scenery in that vicinity, with a wide river, dashing rapids, and high wooded hills, being of marked beauty.



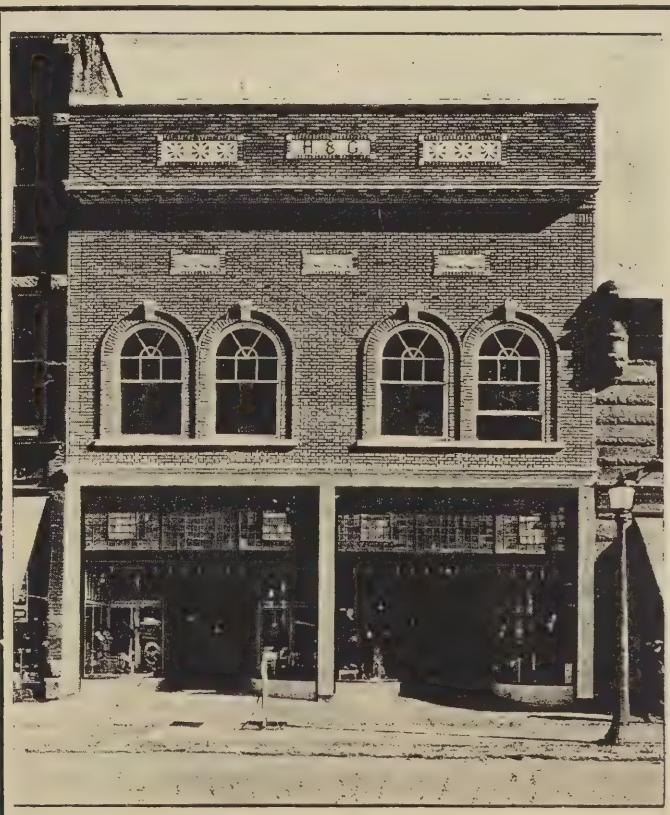
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Hofflin & Greentree Store, Columbus, Ga.

This is the Columbus Store that Service Built. Its facilities have been steadily enlarged, not simply to meet, but also to anticipate, the needs of this community in its line. The Hofflin & Greentree Store is Columbus headquarters for correct clothes—correctly built and correctly priced. Everything for man and boy. Operating one of the finest Children's Departments in the South, with special Children's haircutting shop in connection, 1128 Broad Street—Phone 1161.

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Test Special Rubber Belt

Strength - Service - Economy



Myers Dependable Bulldozer Pumps, Penberthy Injectors, Madison-Kipp Oil Pumps, Bonney "CV" Chrome Vanadium Wrenches, Black & Decker Electric Drills and Grinders, Dayton Grinding Wheels, R. Hoe & Company's Chisel Tooth Circular Saws, Bits and Holders, Chisholm-Moore "Cyclone" Hoists, Jaeger Concrete Mixers, Page Leather Belting, Delta Files.



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TIVE SECURITIES"

SEVEN PER CENT GUARANTEED

Business already booked sufficient to pay all operating expense and THREE TIMES the dividend on all stock outstanding.

We have a splendid and steadily increasing demand.

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Fully paid and non assessable. Subject to call any time after three years from September first 1927 at not less than \$26.00 per share.

Detailed statement furnished upon request.

We commend this stock to the investing public.

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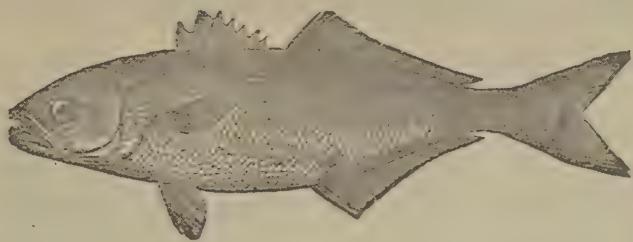
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Let Us Look Over Our Jewels As Columbus Celebrates Its Centennial

Columbus, happy in the successful achievements of its first century, looks over its jewels, filled with pardonable pride.

There is the jewel of *citizenship*. Where on earth could one find better folks?

There is the jewel of model public schools; the jewel of earnest churches; the jewel of clean city government; the jewel of a public spirit unsurpassed anywhere—the spirit that made this great CENTENNIAL celebration possible.

There is the jewel of our brilliant industrial prestige and success. There is the jewel of faithful service, conscientiously rendered by our merchants.

This store has endeavored, earnestly and faithfully, to do its part in its particular field—the supplying of food for our people—food of the best quality, that is safe, that you can unhesitatingly place on your table. We have spared no expense to store and handle all food in a sanitary manner, for the protection of your family.

ABOUT GIGLIO SERVICE

Giglio's is a Food Department Store. Here you find, all under one roof, EVERYTHING needed for your table—and all of the highest quality, and in almost infinite variety. The housewife does not have to go from store to store—this one establishment meets her requirements and meets them perfectly. A convenience that is increasingly appreciated by Columbus and Fort Benning shoppers.

We get the best for our customers—and we get it just as soon as it is on the market. Purchases by telephone and telegraph—fast deliveries by express—all in the interest of SERVICE.



A glimpse of a section of the Frank D. Giglio establishment. A Store-Market, handling Fish, Oysters, Western Meats, Imported Canned Goods, Imported Cheeses, Fruits, Vegetables, Country Produce, Relishes, Delicatessen Goods, Seasonal Specialties, Staples, Just-in Goods, etc.

FRANK D. GIGLIO

We Deliver

1027-1029
First Avenue

Columbus, Ga.

Phones: 773
Meat Dept. Phones: 482 and 471

The Facts in the Case in the Matter of Columbus, Ga.

(From a summary of the history, development, and advantages of Columbus, Ga., given in booklet issued by Columbus Chamber of Commerce.)

COLUMBUS, Georgia, did not just happen. It was planned. It is logically the location of a city and Columbus came into existence, not arbitrarily, but by reason of a peculiar and unusual combination of natural conditions. In the entire Southland there is not a more obviously natural city-site.

Nearly 100 years ago the State of Georgia became so impressed that here was the logical site for a manufacturing and trading city that it did a very unusual thing for a Commonwealth: It created a city, named it Columbus in grateful recognition of the discoverer of America, laid it off on a generous plan that today is a model for comfort and spaciousness, conducted the sale of lots, and as a State sponsored the new municipal enterprise.

Nature set the stage, laid the foundation, provided the unusual condition of climatic and physical conditions, and Man then, with his knowledge and science, stepped upon the stage and, amid conditions ideal for the creation of a city, applied his best thought and skill in the design of a modern town. There is nothing accidental or haphazard about the location and laying off of Columbus. In a broad valley, between the encircling hills, at the foot of the river falls and at the head of navigation of that river, Nature had set its city-site. Man's province was to use and develop that site to the best possible advantage.

The engineers of the State of Georgia laid off the city and as they ran their straight lines through the primeval forests they could vision the great manufacturing and trading center of the future. In the face of discomfort and even danger, for hostile Indians lurked nearby, these engineers did a wonderful work. Broad and straight they laid the avenues and streets, with ample room for light, air, trees, grass and flowers; breathing space a-plenty such as is found in Columbus to this day. The avenues, paralleling the river, run almost due North and South, and the streets cross them at right angles, so that Columbus is a checkerboard town.

The State of Georgia deliberately established the city of Columbus for three reasons. First, to extend the outpost of white civilization to the extreme western section of the state and facilitate the agricultural development of West Georgia. Second, to utilize in an industrial way the wonderful water-power of the Chattahoochee River. Third, to provide another important transportation system for West Georgia by utilizing the Chattahoochee from Columbus to the Gulf of Mexico.

Within a short period of time a fleet of steamboats was plying the Chattahoochee between the city and the Gulf of Mexico, more than 300 miles away. Columbus with its wealth of water-power, became a manufacturing city of importance long before the civil war. Today it has great prestige as an industrial center. It is the second cotton manufacturing city in the South; it is the largest Southern manufacturer of business furniture; it has great iron-working establishments; it is one of the greatest manufacturers of clay pro-

ducts in the South; it has a group of great fertilizer factories; as a manufacturer of cotton gins it has high rank; it manufactures lumber and mill-work on an extensive scale; and its varied industries are large and increasingly important. Columbus' population increased 51.4 per cent in the past decade which was a greater increase than in any other Georgia city. Within three miles of the county court house there are 65,575 people.

* * *

River a Factor in City's Greatness

The Chattahoochee River, one of the important streams of the Southeast, is the greatest natural factor in Columbus' industrial and civic greatness. The engineers for the State of Georgia as they pushed their surveys through the forests, with the sound of the mighty cataracts constantly in their ears, must have been thrilled with the sensation of both discovery and prophecy, as their imagination ran into the future and they pictured the giant industries that must in time line that stream. The furthest-South great water-power is that of the Chattahoochee River at Columbus. The falls begin 34 miles north of the city and the river drops 362 feet before it reaches the calmer flow at the Columbus wharves where the steam-boats ride. There are now five dams at and near Columbus.

* * *

Abundance of Electric Power

Columbus was among the first manufacturing cities of America to sense the industrial possibilities of the extended use of hydro-electric power, and today is one of the great power centers of the South. Practically all its industries are operated by electricity generated by the falling waters of its river, and the same subtle energy, so pliant and so easily transmitted, is conveyed to many towns and villages throughout West Georgia and South Georgia to turn the wheels of industry. The first cotton mill in the world to be electrically operated is located in Columbus. Today Columbus has 100 successful manufacturing plants, making 200 different articles.

* * *

Agricultural Activities

With many of the plants needing cotton as the basis for their manufactured products it is only natural that there should be an abundance of cotton near Columbus, which is in the heart of the great cotton producing section. It is brought into the city and placed in mammoth warehouses, reaching them by rail, water and roads. But it should not be construed that King Cotton is the only crop. There are other staple crops common to the Southland and the Chamber of Commerce, with the assistance of civic clubs and other organizations, has in recent years had their efforts rewarded by a creamery being established. This creamery has already proven a success and farmers are afforded a cash market for their cream. The skim milk is used to fatten hogs and chickens for which a ready market is found. A sweet potato storage and curing house is another project in operation to help the farmer in his diversification work.

The County Agent, the home economics agent, the Rural Department of

the Chamber of Commerce and the Chattahoochee Valley Fair Association are "full time" organizations at the service of the farmer. Farm lands can be brought at reasonable prices when one considers the advantages so nearby in the city of Columbus. The laborer and farmer both are happy at work knowing that their children are being given the best education to be found in public schools anywhere.

Truck crops, livestock, and the big crops, are now common on farms in this community and every effort is being made to make conditions surrounding agricultural pursuits more attractive by affording markets in Columbus for all crops and products of the farm and farm home.

Dairying and poultry raising have increased so much in the past few years that the owners of livestock and chickens have their own associations. Pecans are grown profusely and the largest pecan factors in the world have their shelling plant at Columbus.

* * *

Beauty Assured Hundred Years Ago

Columbus is noted as being a city of wonderful beauty. The foundation for all this was laid by the engineers of the State of Georgia, when they made the streets from 99 to 164 feet wide, and also made reservations for public buildings and churches—great squares, in the center of the city. The city of Columbus has been most progressive in planting trees and beautifying the streets. The work, in one form or another, has been prosecuted for nearly 100 years. In one year, alone, some 20 years ago, the city set out 10,000 shade trees! A beautiful and comprehensive system of street parks has been created. Today Columbus is one of the loveliest cities in the world, and visitors and tourists pay genuine and enthusiastic tribute to its beauty and attractiveness.

* * *

Millions for Construction

The development of Columbus in recent years has been particularly rapid, and the volume of building and general improvement each year is substantial and imposing. In one recent year the new construction totaled ten million dollars, this including commercial and residential construction, public work, industrial enlargement, and construction for the 12-month period at The Infantry School at Fort Benning, near the city.

The spirit of the municipal government is progressive, and each year sees much accomplished, with still greater plans for the future. Columbus has the commission-city manager form of government. Within the comparatively recent past two great concrete bridges have been built across the Chattahoochee river at Columbus connecting the city with Phenix City, Ala., having a population of 15,000. Street improvement, including paving and other items, is constantly being extended. A half-million dollar viaduct was built during 1924.

* * *

Climate a Great Asset

Columbus' climate is one of its greatest natural assets. It has a wonderful winter climate, the golden mean between the severe temperatures of the

North and the enervating weather of the resort cities three or four hundred miles to the South. Here is found a pleasant, delightful climate—not too cold, not too hot—with enough balm and general sunshine to "thaw out" the most blanket-wrapped tourist, and yet with enough tang in the air to prevent that languor and listlessness that the subtropics are apt to bring, especially to those coming from those Northerly latitudes where one's body is naturally toned to resist the rigors of winter. Columbus is about 150 miles north of the Florida line, as the airplane flies. Tourists are heartily welcomed; they find not only a pleasant climate, but much to interest them historically. Building and other outdoor work throughout the winter is done.

* * *

City Has Helped to Make History

Columbus is naturally a charming and beautiful city, a source of continuous delight to the tourist, and its historical distinctions add greatly to its interest. Here the last battle of the Civil War was fought beginning on the Alabama side of the Chattahoochee, and ending on the Georgia shore, April 16, 1865. Huge cotton mills now cover the field where the last casualties occurred in that great conflict, which, with the passage of more than half a century, has already assumed the softened perspective of the American War of Roses.

Columbus furnished more soldiers to the Southern Confederacy in proportion to population than any other Southern city. It was in the heart of a Columbus woman that there first sprang the thought of the Southern Memorial Day, a beautiful sentiment that made its appeal literally from ocean to ocean, so that Memorial Day and Decoration Day are now established American institutions, and as long as time itself shall last, the memory of the brave soldiers who fought in that war shall be honored.

One of the largest Indian cities in America was located a few miles from the site of Columbus, and this section is rich in Indian history and relics. The Creek city of Coweta-town, as it was afterwards called, had at one time 15,000 inhabitants. There, nearly 200 years ago, General James Oglethorpe, then governor of Georgia, made a treaty with the Creeks which saved Alabama and Mississippi for England, in the face of aggression from the Spaniards on the South and the French on the West. This treaty profoundly affected the course of American history and the fate of this continent. A historian of note characterizes it as one of the most important treaties consummated in the history of the world. To meet the Indians, General Oglethorpe, making his way from Savannah, traveled through 300 miles of trackless forests. A granite boulder, in the city limits of Columbus, marks the point where General Oglethorpe crossed the Chattahoochee river on his famous trip. It was erected by the Daughters of the American Revolution, and to visitors, is naturally one of the most interesting objects at Columbus.

The only monument in America built to a negro is in Columbus. Bragg Smith, a colored employee of the city, met the death of a hero while trying

to rescue the superintendent of public works from the collapsing banks of a trench.

Columbus has furnished to the nation such men as Samuel Spencer, president and developer of a great railroad system; Mirabeau B. Lamar, president of the Republic of Texas; George Foster Peabody, philanthropist and social worker; the Strauss brothers, noted as statesmen, merchants and philanthropists; Augusta Evans Wilson, noted novelist.

* * * Columbus Recreation Facilties

There are a number of recreational places and every form of sport adaptable to this climate is enjoyed. In place of sports on ice we substitute sports for sunny climes. The Country Club, with its home on a beautiful knoll, has an 18-hole golf course. A professional is employed. A swimming pool is directly down the hill from the club house. There are numerous other pools in easy reach of the city. The Y. M. C. A., in addition to other facilities, also has a pool.

The proximity of Fort Benning allows Columbus people and visitors to enjoy all forms of sports. Polo is a great game with the army and there is a field at the Driving Park in Columbus and one at Fort Benning for polo matches, the spectacular and sensational sport that is fast gaining favor in the South. Baseball, basketball, football and tennis teams are all to be found at Fort Benning, and these stalwart athletes of Uncle Sam's army play under the Infantry blue of the Infantry School. The first inter-collegiate game of Lacrosse to be played in the South was played at Fort Benning. Columbus is the home of the Southern football classic, the Georgia-Auburn gridiron battle, which attracts an attendance of thousands of visitors. Big league baseball clubs train here.

The Columbus Gun Club has its own traps at the Driving Park, the sport center. The Columbus Rifle Club, mainly composed of war veterans, has an active organization. The American Legion club has gym facilities. There is a new baseball park.

* * * Offers Much to Tourists and Sportsmen

The country in the vicinity of Columbus, with its ranges of high hills, is beautifully picturesque. Automobile highways extend to Warm Springs, one of the noted resorts of the South, 42 miles away; to the great cemetery at Andersonville, 62 miles away; to Montgomery, first capital of the Southern Confederacy, 96 miles away; Stone Mountain, 134 miles away; Tuskegee Institute, 44 miles away; and to other points of interest.

An abundance of game and fish near Columbus makes this community especially desirable for the wielder of the rod or the huntsman. Small game is found nearby. Down the picturesque Chattahoochee river you can go until you reach the Dead Lakes region, probably the greatest paradise for hunters and fishermen in the South. Big game and real fishing can be enjoyed here under the most favorable conditions.

The duck season is a real joy. At no time from November to March are there less than thousands of ducks on the lakes, which spread out over about 60 square miles of fresh water—fed by a tributary of the Chattahoochee. Deer and other game is in abundance. The lakes abound in bream, shell crackers, black bass and trout. Boats and other supplies are provided at the lakes. Comfortable living accommodations are

available and any sportsman who comes South and fails to visit this great region misses something in his life as a lover of the hunt or the rod.

* * * Modern in Every Way

The city has ample and thoroughly comfortable hotel accommodations; adequate local transportation facilities, through trolley cars, busses and other types of motor cars; extensive golf links; club facilities; churches of all denominations; first-class amusement facilities, a well-equipped public library and, indeed, every advantage and facility to be expected in a city of 65,000 inhabitants. Incident to its prosperity and general expansion, the city is now in the midst of the greatest church-building and church-improving era in its entire history. Church improvements recently completed represent an expenditure of several hundred thousand dollars.

* * *

City's Great Educational Facilties

Columbus is one of the pioneers in popular education in America. In 1866 it established a system of public schools, being the first Southern city to take this step. It was the first municipality in the world to establish an industrial school providing vocational training for pupils of both sexes, and today the Columbus Industrial High School has international prestige in educational circles. In every section of the city are found attractive buildings, numbers of them of a distinctive design and arrangement known in Southern architectural circles as the "Columbus type" of school buildings.

* * *

Easy to Reach

Columbus has seven railroads, in addition to her river. It is served by the Central of Georgia, Seaboard Air Line and Southern Railway systems.

Columbus is a good distributing point. The river-rail connections are highly desirable. Columbus is one of the "best" points on the rail lines in amount of freight handled in comparison to population.

Columbus, Georgia, with all her advantages as an industrial city, a commercial city and a city of pleasure—a well balanced city—is easy to reach. The three railroads, with the seven rail lines extending in all directions, affords one means of transportation. There are street cars and busses ready every hour of the day after you arrive. If you come in your automobile to Columbus you'll know by the good roads that a real city is being approached.

The Dixie Overland Highway and the Florida Short Route are closely linked with "The Electric City," as offices of these two highway associations are located in Columbus. If you must leave Columbus, or want to know the best way to come to Columbus, the Chattahoochee Valley Motor Club will route you right. A bus line, with cars nearly as big as train coaches, operates an hourly schedule to and from Fort Benning, which is also reached by train from Columbus.

An opportunity exists for the establishment and successful development of certain lines of manufacturing not now represented in the industrial activities of the city, and full, detailed information concerning these opportunities will be given on application to the Columbus Chamber of Commerce.

The Chamber of Commerce provides a complete service for its members and the general business interests of the community and included in its facilities is a full-time Traffic Department.

Home of the Infantry School

One of Columbus' greatest distinctions and assets is the fact that it is the home of the Infantry School, destined to be the greatest military institution in the world. On a tract of 97,000 acres, a few miles from the city, the United States has located its school for the training of its infantry officers under the conditions of actual warfare. The necessity for such training was emphasized in most tragic manner during the World War, and General John J. Pershing cabled home the message that resulted in the establishment of the school. The site near Columbus was selected after it, and many other sites, had been carefully inspected by various boards, and climatic, physical, transportation and other conditions were such that this was deemed the logical location. The reservation was named "Fort Benning" in honor of General Henry L. Benning, who was one of Columbus' most distinguished sons. Expenditures of the United States government there to date, including purchases of land, total more than ten million dollars, and an ultimate investment of about twenty-five million dollars is planned.

There is almost every conceivable variety of terrain and combination of physical conditions on the reservation, and this makes it possible to duplicate practically every condition of warfare. A great deal of the instruction to student officers is in the open; and included among the students are veterans who come all the way from the Philippines,

Panama, Honolulu and posts throughout Continental United States to take the course. The demonstrations are the nearest thing to actual battles one can see in times of peace.

On the reservation are the river, creeks, swamps, high hills, woods, cultivated grounds, plateaus of generous size in immediate proximity to hills—in short, that complete variety of terrain, which so attracted the attention of the inspecting army boards. High officials of the army, and at times the President and Secretary of War, make periodical visits to Benning. The population at the post is approximately 5,500 and it is the largest assemblage of army officers to be found at any one place in the United States. The presence of these men of education and culture, with their families, is a charming and interesting contribution to social and intellectual life in Columbus.

The Infantry School was described by Secretary of War Weeks as "the greatest school of arms in the world, bar none."

* * *

Athletic Facilities at Benning

So enthused are the army men over athletics that they built a mammoth athletic project at Fort Benning without the cost of one cent to the government. Infantry regiments over the country contributing to it for a memorial to the Infantryman.

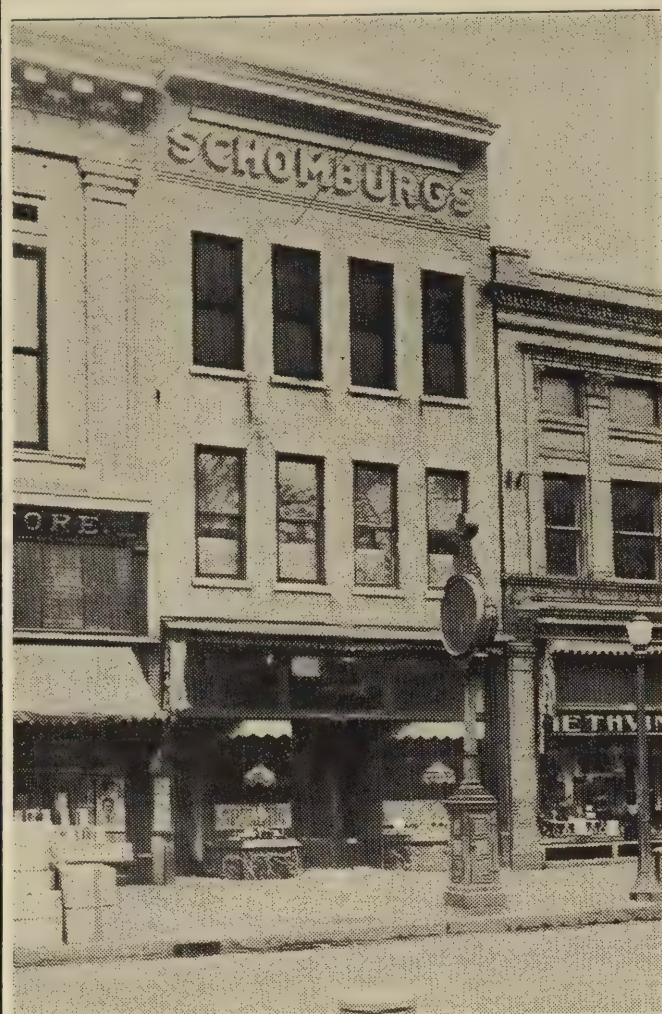
The big project, costing approximately \$500,000, provides for a stadium, polo fields, courts for various forms of sports, etc.

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Improved and enlarged plant of the Bickerstaff Brick Company. A thoroughly modern system of drying and burning brick. Plant electrically operated. A product that gives customer-satisfaction abundantly, so that our patrons are our advertisers and friends. Uniform high quality—always.

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The Columbus home of HOOD TIRES, which set the standard of Tire quality and value.

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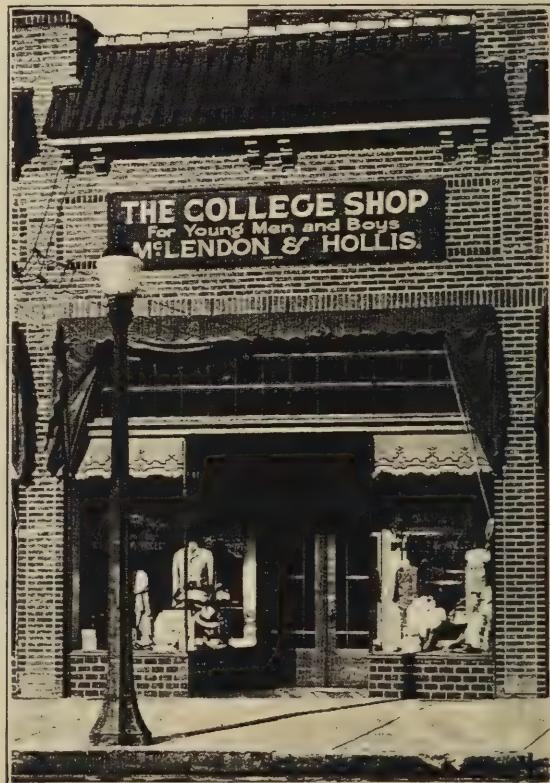
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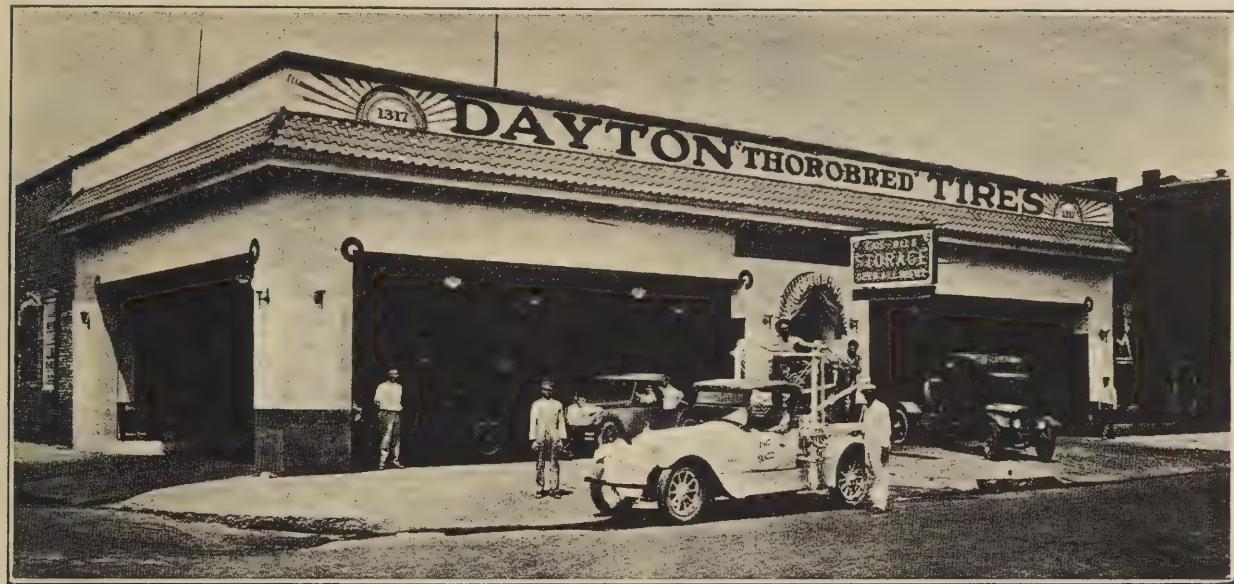
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William Beach Hardware Company is headquarters for Mill Supplies, Builders' Supplies and General Hardware. Out-of-town orders filled the day received.



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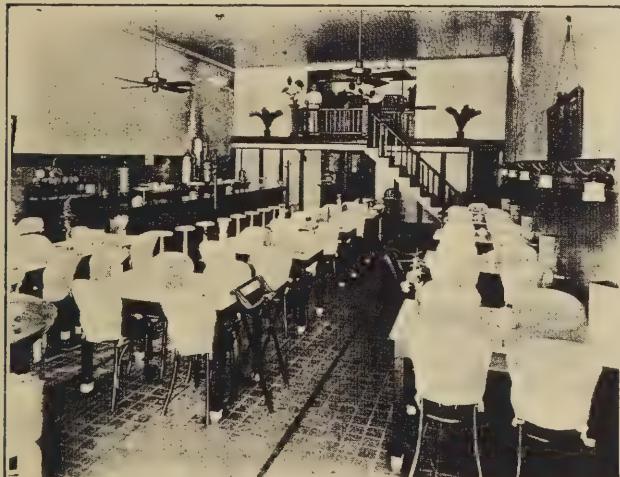
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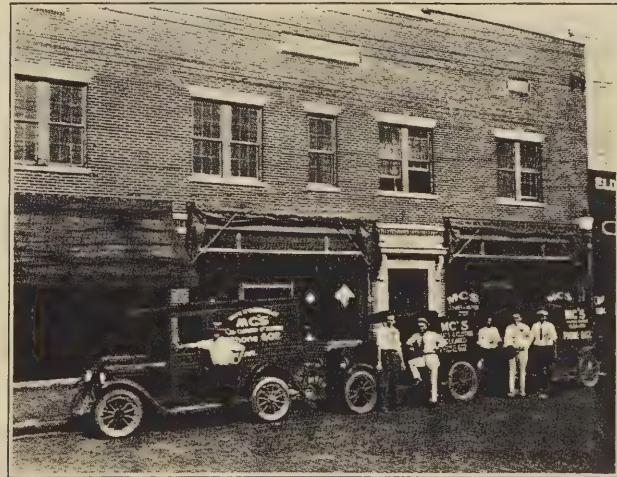
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We are growing with Columbus
Enlarged three times in two years

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Mc's Fleet of Trucks—The Big Reasons Why Columbus Gets Lightning Service on Cleaning, Pressing and Hat Renovating

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Quality Cleaners
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Phone 602

1036 First Avenue



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100 Percent Grocery Service For a City 100 Years Old

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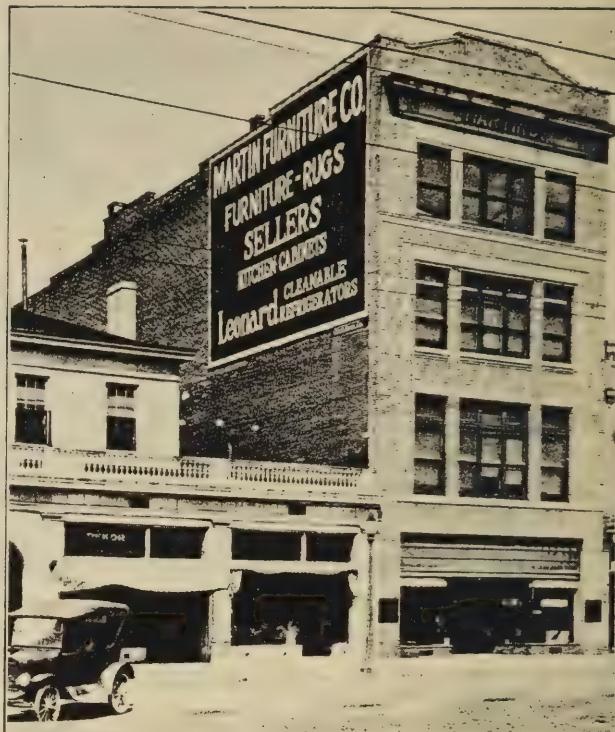
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MARTIN'S is a furniture store that is different. It has character, individuality, and an atmosphere distinctively its own.

We try, as best we can, for the spirit of the store to typify, and express, the kind of furniture we sell. Our stock is far more than "just furniture." It is the product of the process of much and careful thought in selection; of painstaking discrimination on the part of our buyers.

Quality, beauty, correct style, and those eternal dictates of good taste which are so quickly sensed, and so difficult to define, influence our selections.

So it is that our furniture quickly appeals to those of good taste and discrimination.

Come to see us—just to look around, if you are not yet ready to buy. You will find Martin's a pleasant, restful, interesting place to visit. And you're just as welcome as you can be.

Martin Furniture Co.

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D. A. TURNER, President

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30c the box of 1 doz. powders at all druggists

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Columbus, Georgia

The

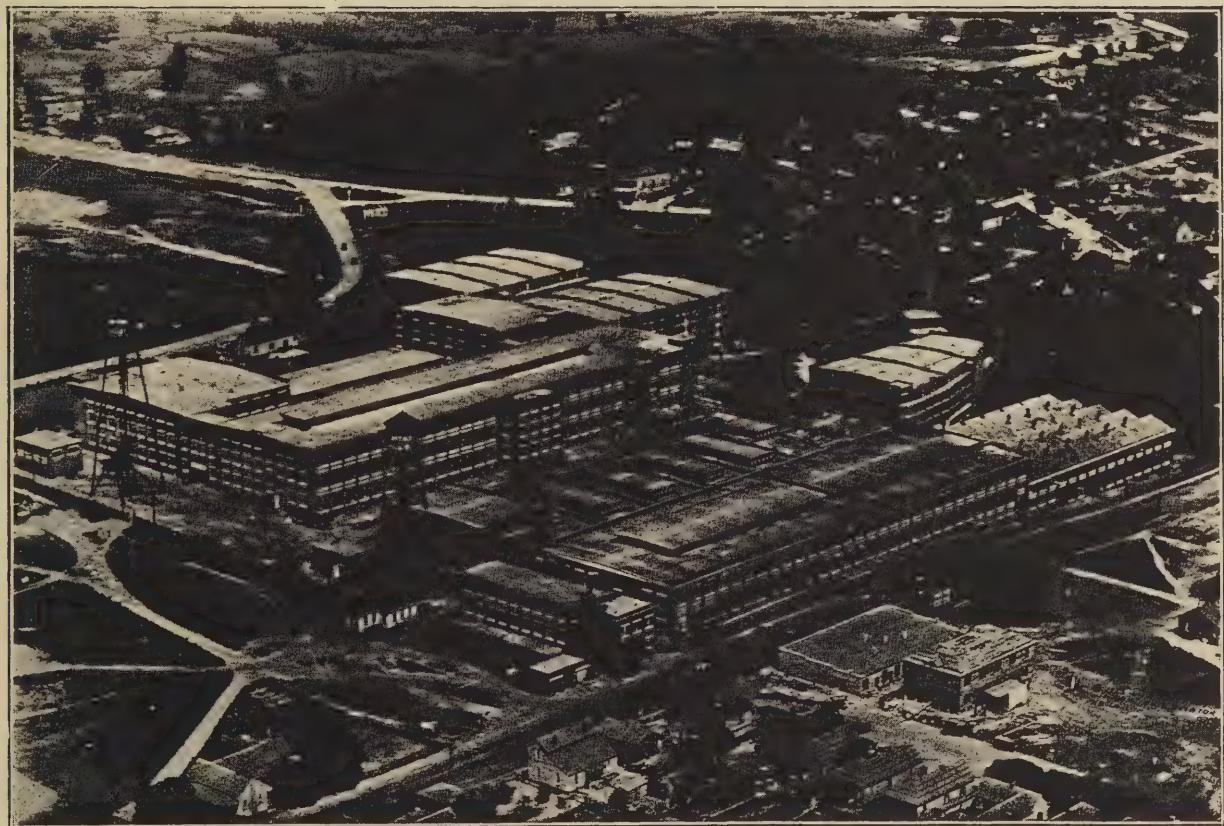
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Air View of the Meritas Mills, Columbus, Ga.

—Photograph by H. J. Harvey, with S. G. Irvin, Aviator.

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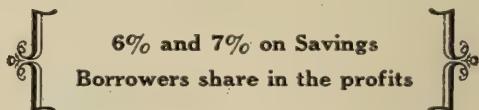
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*Funeral Directors
and Embalmers*

1114 First Ave. Phone 211
COLUMBUS, GEORGIA

The Youngest Company in the Confederate Service

(From *The Columbus Enquirer-Sun*)

THE youngest company in the armies of the Confederate States of America! The most boyish group of a fighting force in which the percentage of mere boys was higher, perhaps, than on any other battle line in the history of the world. It was one of the numerous companies organized in Columbus during the Civil war.

Captain Walter S. Gordon, then only fifteen years of age, was commander. Chas. Howard Williams was first lieutenant, Benjamin T. Hatcher second lieutenant and Jas. D. Carter third lieutenant. The first sergeant was — Sparks, and the second lieutenant was Emory Jefferson.

The company had in all about 50 members. Among them were Rollin Jefferson, John Wadlaw, Tom Nance, John Martin, Wm. Wadlaw, Kossuth Martin, Ben Buthnur, Royal Wright, Lloyd Grey and William Grey.

* * *

A letter written by Mr. Carter, of Atlanta, third Lieutenant of this command, tells in a most interesting way of this historic company. The letter was written to Mrs. Louie M. Gordon, widow of Captain Walter Scott Gordon, and who is now Mrs. John E. Donalson, of Bainbridge, Ga. We are privileged to quote from this letter:

"The best recollection I have of this company, it was organized in 1863, when most of these boys were attending school. They named their company Gordon Rangers after General Jno. B. Gordon, as they would hear from time to time of this gallant and brave soldier; but after being organized, the necessity of getting guns and uniforms arose and was a perplexing question.

"They then named the company after Colonel Dilliard, quartermaster at Columbus, Ga., who furnished them with guns and ammunition, and gray cloth for their little jackets besides other necessary articles.

"The company first went to West Point, Ga., and were there ordered to protect the railroad and bridges as many of the supplies for the army were transported over that road. Yankee spies had been attempting to destroy the road and bridges, and it was necessary to keep a force there. The Georgia Military Cadets were camped there also. An attempt was made to get these in the company to join in with the Cadets, but they called a meeting, held it in an old church in front of Colonel Reed's place, the father of Miss Sallie Fannet Reed, now Mrs. John T. Grant of Atlanta, who was very popular with this young company. At the meeting, the boys decided to disband

as they were refused to be accepted by Gen. Joseph E. Johnston who said he did not want those school boys killed.

"Each boy selected his favorite company. The brave and gallant captain joined his brother, General John B. Gordon. Lieutenant Williams remained with the Cadets. Lieutenant Hatcher went with some company from Columbus, and Lieutenant Carter joined Pemberton Cavalry, commanded by Dr. J. S. Pemberton, which company did much valuable service. Other members joined other companies.

"These boys made good soldiers. Many of them were killed, and some wounded two or three times, some promoted on the field for leading charges, and all leaving good and honorable records as true soldiers. The captain was only fifteen years old, and his men from fourteen years to sixteen.

"This company had some rich experiences while organizing. Some of their mothers believed it to be a home company, and frequently when a few of them would hire a wagon and get a drum and fife and would go down into Stewart and other counties around Columbus recruiting and enlisting some of the country boys, mother and father would get after them, but they kept up the style of recruiting until they finally got enough to pitch tents on

the old commons near Columbus, and boys would come over to visit them and they enlisted many that way, promising uniforms, guns, and ammunition, etc.

"The time to depart to the front was kept secret. It was a surprise to many mothers and fathers when they did, but at the first stopping point, the officers unlocked a closed box car in Opelika and let out eighteen or twenty soldiers who had to leave home in 'citizen' dress and gave them uniforms, guns, etc., then they went to West Point, Ga.

"After drilling a while, this company would have been willing to challenge any company under Lee, Jackson, Gordon, or Johnston for a drill, and thought themselves equal to any company. They were fine marksmen and had good staying qualities, and when opportunity afterwards offered, proved themselves as brave as the bravest. They did their duty, and few are left. The battle storm that swept the South carried away many of these young soldiers, and those that are left, some wounded, some with health gone, and the best information I can get is that none failed to do his duty as a true Confederate soldier.

"This company was loved by the City of Columbus. Each mail would bring love letters, tobacco pouches, and boxes

(Continued on next Page)



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New Piano
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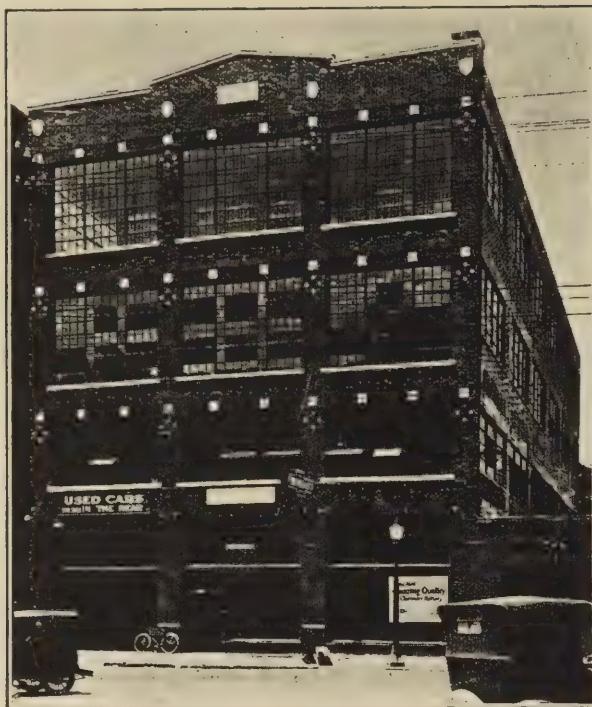
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HUMES MUSIC
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20 Years in Columbus, Ga.

Columbus Home of Chevrolet



Georgia Automobile Exchange building, one of the most substantial and best built structures in Columbus. Originally of two stories, this building was enlarged last year, two stories being added. All four floors—and the roof—devoted to the sales and servicing of Chevrolet cars.

THE YOUNGEST COMPANY IN THE CONFEDERATE SERVICE

(Continued from Page 139)
of good things. Each soldier thought it was his double duty, as it was his pleasure to represent his country, home and sweetheart.

"There was a boy about 17 years old, with a wooden leg, who thought so much of Captain Gordon and some of his command that he was very anxious to

be mustered in service. He would go with the company but could not be accepted as a soldier, on account of the loss of his leg but insisted on going with us and did go, and was very valuable to the company. I think his name was Heard.

"Captain Walter S. Gordon was later on the staff of General Clement A. Evans, and after the war went to the University of Georgia, where he graduated, and also studied law there."

W. S. GILLIS

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Almost over night, we see merchandising methods changing. In some instances, the decline of some of our most successful stores is almost tragic.

On the other hand, we see some obscure and struggling merchant grab an idea, and quickly ride high upon the crest of success.

THE NEW IDEA IN FIXTURES

Not long ago one of the great New York publishers said:

"If you want to see the color of their money—use color." And the truth of his statement is reflected every hour. No more black and drab automobiles, they are all in colors. Magazines are ablaze with artistic color combinations. Painted furniture enters definitely in today's fine house. And now alert stores are answering this peaceful "Call to Colors."

Just as color has been the magnet for the magazine and motor car man, so it will enrich your displays and enlarge your profits.

These pleasant, inviting types of fixtures are designed and made by the South's largest Fixture Manufacturer at actually less cost than ordinary styles.

We want to lay before you the details of this thought on making your store still more outstanding in your community. Write us today.

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The South's Largest Fixture Manufacturers



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Hotels,
Restaurants and
Banks

Types of Concrete Bridges Built by Muscogee County



Concrete Bridge over Heifer Horn Creek, on River Road, in Muscogee County. One hundred twenty feet long; cost, \$5,000. (Built in 1925).



Concrete Bridge over Bull Creek, on the Cusseta Road.



Concrete Bridge over Upatoie Creek, on Cusseta Road, built for Muscogee County by The J. B. McCrary Company, Atlanta, Ga., as general contractor. This bridge is 540 feet long, including approaches, and cost \$65,000. It was completed in April, 1926.

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E. J. Knight, Vice-President

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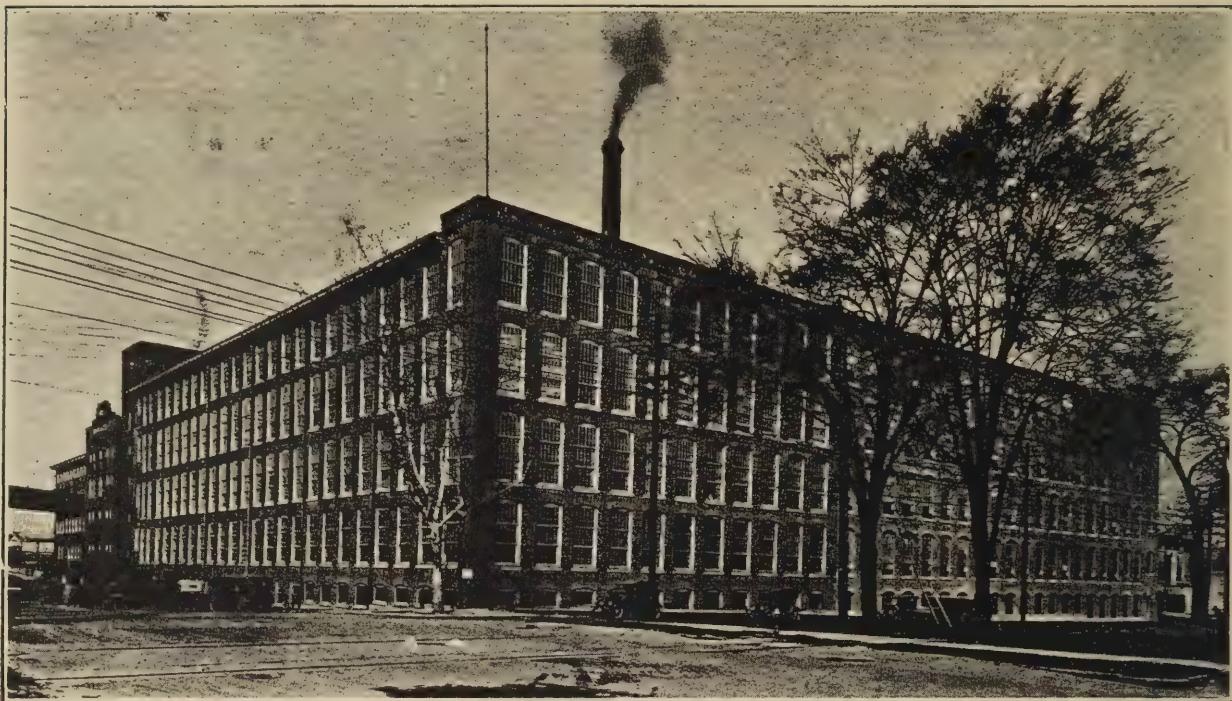
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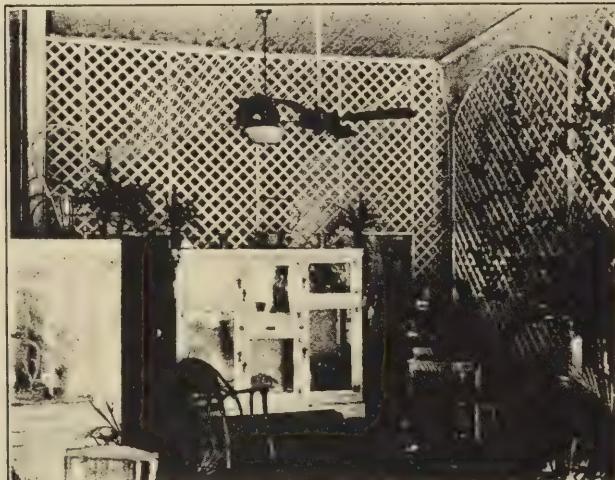


Mill No. 6 of Muscogee Manufacturing Company, Columbus, Ga., built by Batson-Cook Company in 1926. (Mill No. 6 is the new addition to the right—adjoining Mill No. 5, in the foreground.)

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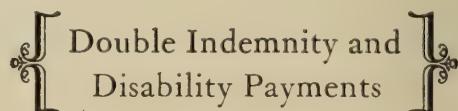
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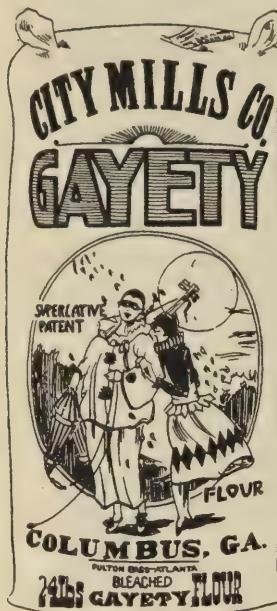
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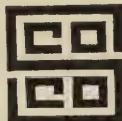
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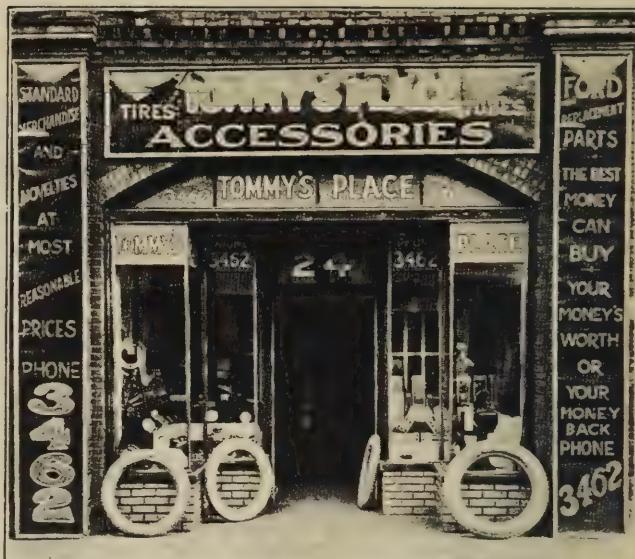
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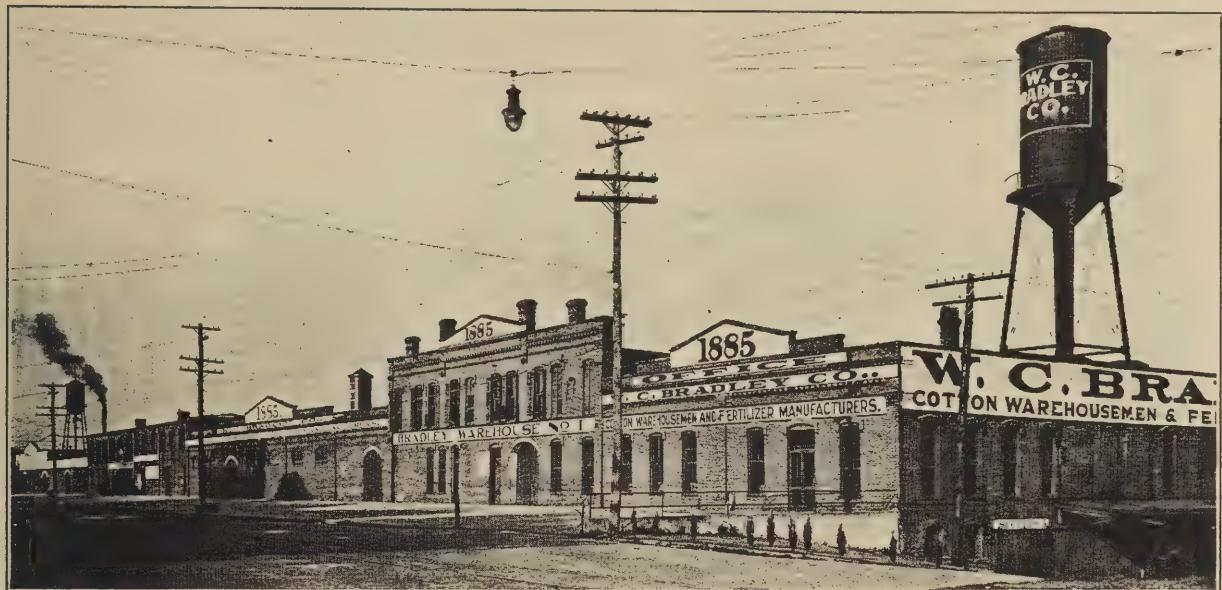
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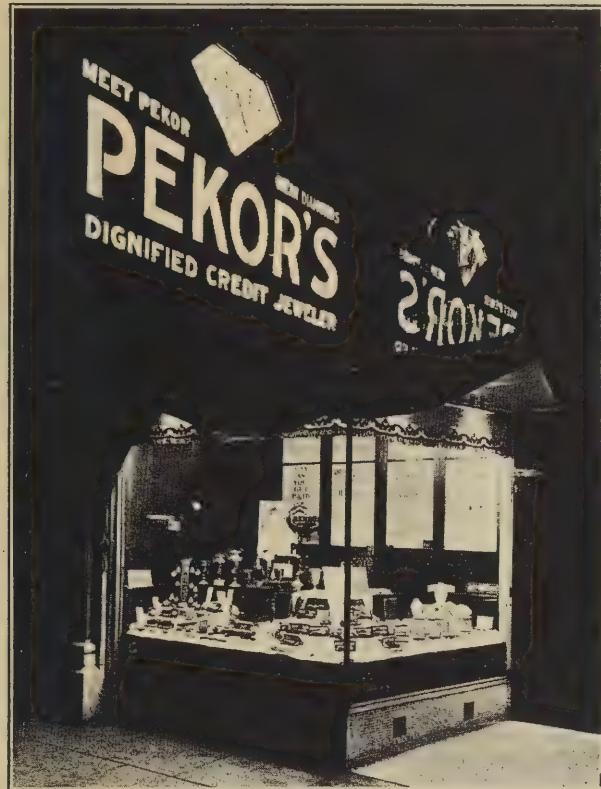
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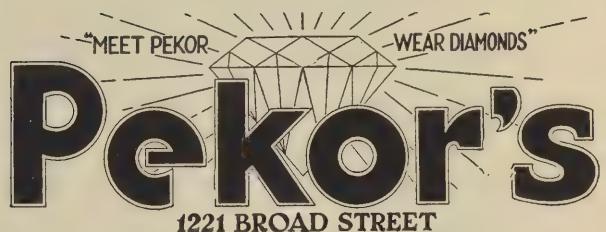
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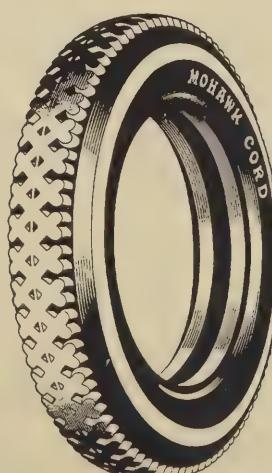
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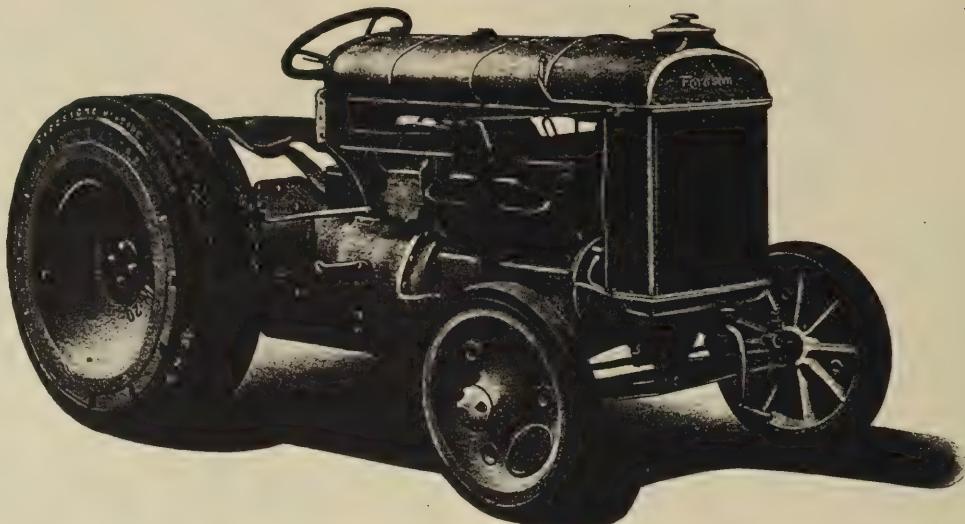
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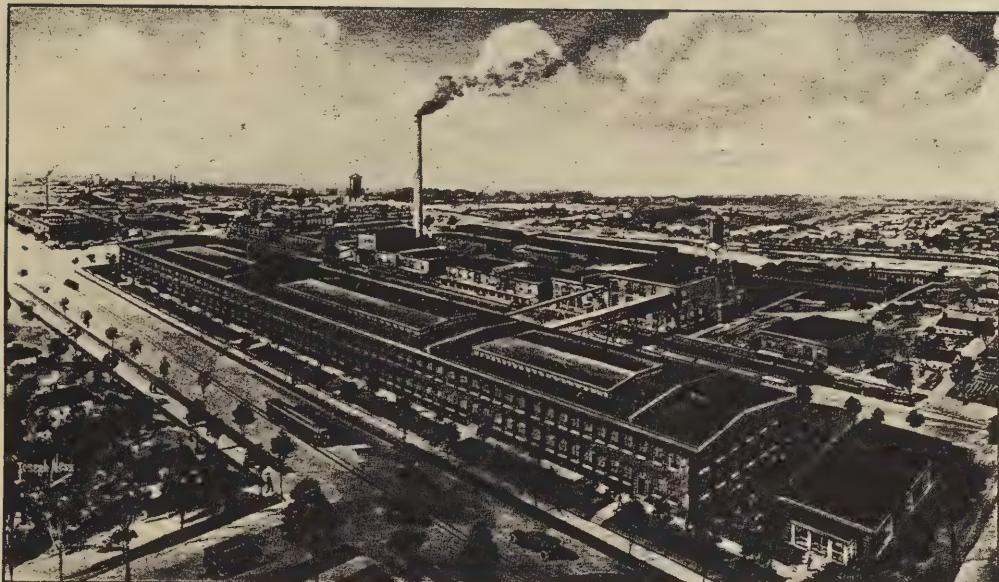
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Go Anywhere in Southeast

Let me figure the sheet metal and roofing on your jobs. Take data from plans the day received, mail them back to you immediately, and submit estimates promptly.

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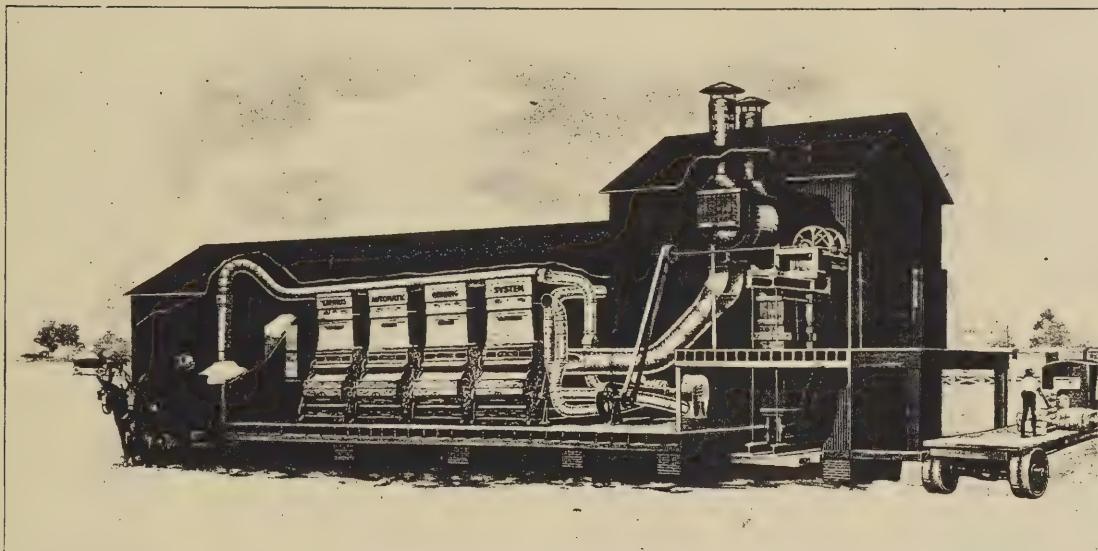
Ingleside
100 per cent pure Georgia
sugar cane

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Winter Packed by
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Columbus, Ga.

The Lummus Automatic Connected All One Story Air Blast Ginning System



Showing Motor Drive Outfit with Pneumatic Elevator and Automatic Tramper—Furnished with Belt Distributor and with Cleaners—Also Can be Driven by Steam, Gasoline, Oil, Electric, or Water Power—Supplied in 2 to 5 Gins in One Line, or Any Capacity in Battery—Extra Heavy Steel Bound Two-Story or Steel Bound One-Story Press Substituted If Desired.

Better Sample

Fewest Belts

Bigger Turnout

Less Upkeep

Smaller House

All One Story

Everything Accessible

**AUTOMATIC FEED CONTROL
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Everything in Ginning Machinery and Accessories. The Bessemer Crude Oil, Full Diesel and Semi-Diesel Engines. Complete steam power equipment. Electric Motors.

COTTON MILL SPECIALTIES

Prepared to supply in unlimited quantities wood shells for tire fabrics. Special presses for cotton mills. Make or repair dry cans for slashers, etc. Correspondence invited from cotton mills for requirements in electric motors, presses, sheet metal work and belting.

LUMMUS COTTON GIN CO.

COLUMBUS, GEORGIA

Sales Branches:

DALLAS, TEXAS

MEMPHIS, TENN.

CHARLOTTE, N. C.

When General LaFayette Crossed the Chattahoochee

(From General Thos. S. Woodward's "Reminiscences of the Creek or Muscogee Indians")

THE entry of General LaFayette into Alabama was the most imposing show I witnessed while I lived in the State. In 1824, I think it was, LaFayette was looked for in Alabama. I was the first and oldest brigadier general in Alabama (after it became a state). Gen. Wm. Taylor, I think, was the oldest major general; and Israel Pickens was governor. There may have been his equal, but there never has been his superior in that office since Alabama became a state. At the time LaFayette was expected, Gen. Taylor was absent, I think, in Mobile. The Indians were a little soured, from a treaty that had been, or was about to be made with the Georgians. Governor Pickens requested me to take an escort and conduct LaFayette through the nation. The Hon. James Abercrombie then commanded the Montgomery Troop, and Gen. Monroe of Clai-borne, commanded the Monroe Troop, both of whom volunteered their services. Before the escort left Alabama (which then extended only to Lime Creek), Gen. Taylor arrived and took the command.

That was before the day of platforms and conventions—men lived on their own money. You must guess then there was some patriotic feeling along, for there were between two and three hundred persons, all bearing their own expenses. Some in going and coming had to travel 400, and none less than 200 miles. Besides the military, there were a number of the most respectable citizens of Alabama—among whom were Boling Hall, ex-member of Congress, ex-Governor Murphy, Jno. D. Bibb, Jno. W. Freeman and Colonel Jas. Johnston, one of the best men that ever lived or died. If there are any such men these days, I have not had the pleasure of their acquaintance.

Our trip to the Chattahoochee was pleasant indeed. We made our headquarters three miles from Fort Mitchell, on big Uchee Creek, at Haynes Crabtree's. Had there been a war, and if it had continued to the present day, all of that crowd that's now living would be soldiers. After some three or four days' stay at Crabtree's we learned that General LaFayette had passed White Water and we knew at what time he would reach the river.

The Indians seemed to take as much interest in the matter as the whites. All hands mustered on the west or Alabama side, where we could see the Georgia escort approach the east bank of the Chattahoochee, with their charge. On the east bank, General LaFayette was met by Chilly McIntosh, son of the Indian General McIntosh, with fifty Indian warriors, who were stripped naked and finely painted. They had a sulky prepared with drag ropes, such as are commonly used in drawing canon. The general was turned over by the Georgians to the Indians. That was the greatest show I ever saw at the crossing of any river. As the ferry-boat reached the Alabama side, the Indians, in two lines, seized the ropes, and the general seated in the sulky, was drawn to the top of the bank, some eighty yards, where stood the Alabama delegation. At a proper distance from

the Alabama delegation, the Indians opened their lines, and the sulky halted.

Everything, from the time the general entered the ferry, till this time, had been conducted in the most profound silence. As the sulky halted, the Indians gave three loud whoops. The general then alighted, took off his hat, and was conducted by Chilly McIntosh, a few steps, to where stood Mr. Hall, with head uncovered, white with the frosts of age. I knew Mr. Hall from my boyhood. He always showed well in company; but never did I see him look so finely as on that occasion—he looked like himself—what he really was—an American gentleman. As McIntosh approached Mr. Hall, he said, "General LaFayette, the American friend"—"Mr. Hall, of Alabama," pointing to each as he called his name. Mr. Hall, in a very impressive manner, welcomed LaFayette to the shores of Alabama, and introduced him to the other gentlemen. Dandridge Bibb then addressed the general at some length. I heard a number of persons address LaFayette on his route through Alabama—none surpassed Dandridge Bibb, and none equalled him, unless it was Hitchcock and Dr. Hustis at Cahaba. I have always been looked upon as rather dry-faced; but gazing on the face of the most distinguished patriot that it had ever fallen to my lot to look upon, and the feeling remarks of Mr. Bibb on that occasion, caused me, as it did most others that were present, to shed tears like so many children.

After the address at the river, all marched to Fort Mitchell hill, where there was an immense crowd of Indians, the Little Prince at their head. He addressed the "French Captain," through Hamley, in true Indian style. I could understand much of his speech, but cannot begin to give it as Hamley could. The prince said that he had often heard of the French captain, "but now I see him, I take him by the hand, I know from what I see, he is the true one I have heard spoken of; I am not deceived—too many men have come a long way to meet him. He is bound to be the very man the Americans were looking for." The prince, after satisfying the general that he (the prince) was satisfied that the general was the true man spoken of and looked for, then went on to say, that he had once warred against the Americans, and that the French captain had warred for them, and of course they had once been enemies, but were now friends; that he (the prince) was getting old, which his withered limbs would show—making bare his arms at the same time—that he could not live long; but he was glad to say, that his people and the whites were at peace and he hoped they would continue so.

But he had raised a set of young warriors, that he thought would prove worthy of their sires, if there should ever be a call to show themselves men; and that as a ball play was, outside of war, the most manly exercise that the Red Man could perform, he would, for the gratification of the general and his friends, make his young men play a game. The old man then turned to his people, and said to them—they were in

the presence of a great man and warrior; he had commanded armies on both sides of the Big Water; that he had seen many nations of people; that he had visited the Six Nations, in Red Jacket's time (the general told the Indians that he had visited the Six Nations); that every man must do his best—show himself a man, and should one get hurt he must retire without complaining, and by no means show anything like ill humor. The speech ended, about two hundred stripped to the buff, paired themselves off and went at it. It was a ball play sure enough, and I would travel farther to see such a show than I would to see any other performed by man, and willingly pay high for it, at that. The play ended, and all hands went out to headquarters at Big Uchee, where we were kindly treated by our old friend Haynes Crabtree.

marked, "Tom Anthony, you very good man, me you give me bottle full. You no drink me drink all, chaw tobacco little bit, give me some you." Now the above is an Indian speech, and no doubt will appear silly to some who have not been accustomed to those people. Should it, however, fall under the eye of those who were along at that time, they will recognize John's speech, and call to mind our old friends, Capt. Anthony and Colonel James Johnston, who was the life of our crowd.

We remained that night at Crabtree's and the next day reached Fort Bainbridge, where an Indian countryman lived, by the name of Kendall Lewis, as perfect a gentleman, in principle, as ever lived in or out of the nation, and had plenty, and it in fine style. The next day we started for Line Creek.

It fell to my lot to point out many Indians, as well as places, for we were stopped at almost every settlement to shake hands, and hear Indian speeches. Among many things and places that were pointed out to the General, was the place where Lot was killed, the old "Lettered Beech," at Persimmon swamp, the old Council Oak, Floyd's battle ground, the grave of James McGirth, the place where McGirth made peach brandy, many years before, and many other things. That night we reached Walter B. Lucas'. Everything was "done up" better than it will ever be again; one thing only was lacking—time—we could not stay long enough. The next morning we started for Montgomery. Such a cavalcade never travelled that road before or since.

On Goat Hill, and near where Captain John Carr fell in the well, stood Governor Pickens, and the largest crowd I ever saw in Montgomery. Some hundred yards east of the hill, was a sand flat, where General LaFayette and his attendants quit carriages and horses, formed a line and marched to the top of the hill. As we started, the band struck up the old Scottish air, "Hail to the Chief." As we approached the governor, Mr. Hill introduced the general to him. The governor tried to welcome him, like the best man the books give account of, when it was announced that he was commander of the whole American forces, he was scarcely able to utter a word. So it was with Governor Pickens. As I remarked before, Governor Pickens had no superior in the state, but on that occasion he could not even make a speech. But that did not prevent General LaFayette from discovering that he was a great man; it only goes to prove what is often said, that many who feel most can say least, and many who have no feeling say too much.

W. McP. JOHNSTON

Accountant and Auditor

Room 12, Exchange Bldg.

Phone 3678

Columbus, Ga.

Beallwood: Its Bustling Present, Its Historic Past

(From The Columbus Enquirer-Sun)

THE trip was to be from the city limits to the Harris county line; a little expedition of exploration to see how the road paving is getting along, and what the builders are doing—and to refresh and inform ourselves generally. Well, we got within a hundred yards of Harris county, all right, and saw two fine new roads in the morning, but we passed through Beallwood on the route, and the notebook found so much of interest there that it just about fills the column this morning. The roads, anyway, will keep; in fact, the longer we wait the better they will be.

* * *

An almost unique beginning might be made by spelling Beallwood correctly. The public is easy-going and tolerant in this as in other matters, and so smiles its approval upon any of the five most popular ways of spelling the name of this suburb. Even the signs catch this free-any-easy spirit and inject variety into the name as they exhibited it in printed form.

* * *

Beallwood is named from the maiden surname of the Misses Beall. These became, in due course of matrimonial changes, Mrs. (Dr.) Lockhart, Mrs. William H. Young and Mrs. R. M. Gunby.

* * *

These families all lived in this rather choice suburb in the years gone by—a good many years, to be exact. Dr. Lockhart's home became the residence of Dr. N. J. Bussey, president of the Eagle & Phenix Manufacturing Company. Then Mrs. Peter Preer lived there and beautified the place wonderfully. After that it was occupied by a succession of families. The original dwelling still stands. It is on a tract of land now owned by that enterprising investor, Mr. Roy Martin.

* * *

The original home of Mr. R. M.

Gunby, facing Hamilton road from the east, is still in existence. Mr. Gunby was president of the Eagle Mills prior to 1865, when General Wilson burned it as a war measure. Mr. Gunby's home passed to Mr. William Perry, the builder of the Perry House, now the Hotel Racine. The hotel was named for its builder, and was a celebrated hostelry in war times. The old Gunby home is now owned and occupied by Mr. John Jenkins Yarbrough—our own Mr. Jenks Yarbrough, to divest him for the moment of his official title; a statesman and diplomat, who is the referee for all disputed problems in Beallwood.

* * *

One of the conspicuously handsome dwellings of ante-bellum Beallwood was that of Mr. W. H. Young. It was burned after the civil war. Prior to waterworks days, or of gas works in the city, this notable home had its waterworks, its own gas works and its own observatory.

Mr. Young's recreation was studying the stars; his mechanical aid being an imposing telescope. For employment he never lacked. He was president of the Bank of Columbus, was treasurer of the Eagle Mills, and had other interests and business duties.

* * *

As president of the Bank of Columbus Mr. Young erected the historic Georgia Home building, a structure noted throughout the South for the beauty and grace of its lines; a tasteful and striking example of the purely classic in commercial architecture, with a facade of such loveliness and perfection of design as to instantly impress and enthuse the lover of beautiful buildings.

* * *

The Georgia Home building was the creation of a French architect's brain. The iron used in its construction was

cast in Pittsburgh by H. C. Oram and Company and was shipped to Columbus by the old water route via New Orleans and Apalachicola. All this was prior to 1860. The Georgia Home is possibly the first iron building erected in Georgia. It is completely encased in metal; the structural iron which forms the facing having, as a backing, substantial brick walls. The metal is used in a structural way, as well as for purposes of ornamentation.

* * *

The same Pittsburgh firm cast the iron used in the Gunby building (now the Reich building) on the north side of Eleventh street between Broad and Front streets. This building was erected after the war. It was occupied by H. C. Mitchell & Co., a firm composed of R. M. Gunby and his son-in-law, Captain Mitchell. This structure is another very interesting illustration of cast iron construction.

But to return to Beallwood: The site of the W. H. Young residence has been charmingly utilized, for our own Columbus Roberts now owns it. Mr. Roberts has erected an attractive art-brick English rural type country home there, and it looks not only handsome but invitingly comfortable. South and east of the grounds at logical locations is found, appropriately enough, outdoor literature (the text impressively illustrated) giving practical information to the thirsty traveler about some drink that is described as "delicious and refreshing," if we recall the phraseology aright. The Coca-Cola signs are not actually in the grounds, but they are within hailing distance, and Mr. Roberts can look upon them and love them. But one's mind was taken off this reminder of the enterprise which claims (or is supposed to claim) Mr. Roberts' attention during business hours by the sight of a herd of contented Jerseys

which came serenely along. Cows are one of his hobbies.

* * *

In "Auld Lang Syne," on the east side of Hamilton road, when the village of Beallwood was at the height of its pre-war prosperity, there lived in that community, with their families, Dr. J. S. Pemberton, Dr. M. Woodruff, Mr. George Radcliffe, Mr. W. A. Rawson and others. Just east of the Gunby home resided the family of Mr. James Ennis, and immediately west was the home of the Charles Harrison family.

* * *

These names recall much that is interesting and important in the history of Columbus. Dr. Pemberton was a wholesale druggist of great enterprise. It was in his laboratory that the progressive chemist, William Land, first produced:

Globe Flower Cough Syrup—
Styllingia, the Blood Purifier—
Coca-Cola, the Tonic.

The latter was modified to become the great international soft drink, after passing through several ownerships. Today the chairman of the Coca-Cola Board, Mr. William C. Bradley, and other directors in the company are Columbus men. And the story of this drink—Columbus-conceived and Columbus-produced—is now front page literature.

* * *

Dr. Woodruff was the beloved village family physician. Mr. George M. Dewes, superintendent of public schools, married one of his daughters. So did Mr. Willingham, the sash manufacturer; thus our popular Miss Ruby Willingham can trace her forbears to Beallwood.

* * *

W. A. Rawson, who was prominently identified with the industrial life of Columbus, was the grandfather of Julia Collier Harris. Thus the Enquirer-Sun is close akin to this village of renown.

BUYS CREAM FROM FARMERS



The Columbus Creamery, one of the most useful institutions of Columbus, Ga. Buys sour cream from farmers in Georgia, Alabama and other Southeastern states, providing a cash market the year round for these commodities. The Columbus Creamery ships its products all over the country.

WHEN THACKERAY VISITED COLUMBUS



Historic building at the southwest corner of Broad and Eleventh streets, Columbus, Ga. It was on the second floor of this building that William Makepeace Thackeray, famous English novelist, slept on his visit to Columbus, made during his celebrated American tour. The building is now occupied, as the signs intimate, by the McCoy Grocery Company, a flourishing mercantile enterprise.

W. T. HARVEY LUMBER CO.

In a modern plant, equipped with the latest and best woodworking machinery, this company is in better position than ever to serve the building public to advantage



Showing a section of plant of the W. T. Harvey Lumber Company

Rough and Dressed Lumber, Sash, Doors, Blinds, Laths, Shingles, Ceiling, Flooring—Lime, Plaster, Cement and Roofing

W. T. HARVEY LUMBER COMPANY

COLUMBUS, GEORGIA



We are sole agents for NETTLETON and Florsheim for men
 LAIRD and SCHOOBER, I. MILLER and MATRIX for ladies
 EDWARDS and ROBIN HOOD—for children

MILLER-TAYLOR SHOE CO.

Where the New Styles are Shown First

1130 Broad Street

Phone 2405



Muscogee Motor Company, Columbus, Ga.

MUSCOGEE Motor Company

Packard
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112-14 Thirteenth St.

Telephone 1628

Columbus, Ga.



THE Central of Georgia has 1912 miles of lines reaching from Chattanooga and the Piedmont Sections of Georgia and Alabama to Florida and the port of Savannah. Steamship connections to New York, Boston, Philadelphia, Baltimore and trans-Atlantic ports.

These lines serve 60 counties with 60 per cent. of the population of Georgia and 22 counties with 40 per cent. of the population of Alabama.

The 60 counties in Georgia produce 50 per cent. of the cotton, 65 per cent. of the peaches and 75 per cent. of the articles manufactured in the state.

The 22 Alabama counties produce 33 per cent. of the cotton and 60 per cent. of the articles manufactured.

Hydro-electric power lines belt almost the entire system. The Central of Georgia serves the coal fields of Alabama and Georgia direct.

Of the 251 textile plants in Georgia, 142, or 56.5 per cent, are in towns and cities served by the Central of Georgia. Of the 106 plants in Alabama, 35, or 33 per cent, are served by Central of Georgia Railway."

INDUSTRIAL SURVEYS of this territory have been made by competent engineers and the facts briefly stated are in illustrated booklet form. They may be had for the asking.

Central of Georgia Railway

J. M. MALLORY
Gen'l Industrial Agent

413 Liberty St., West,
Savannah, Ga.

Caught by the Photographer on His Rounds in Columbus



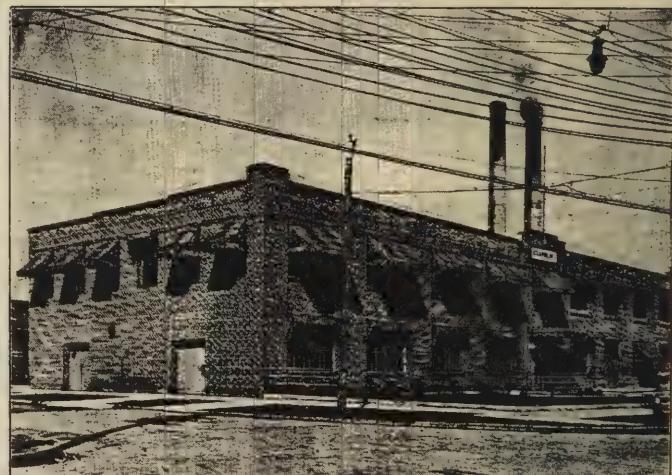
Federal Building.



Third National Bank Building.



Harmony Club.



Service Building of Columbus Electric & Power Company.



Looking North from Swift-Kyle Building.

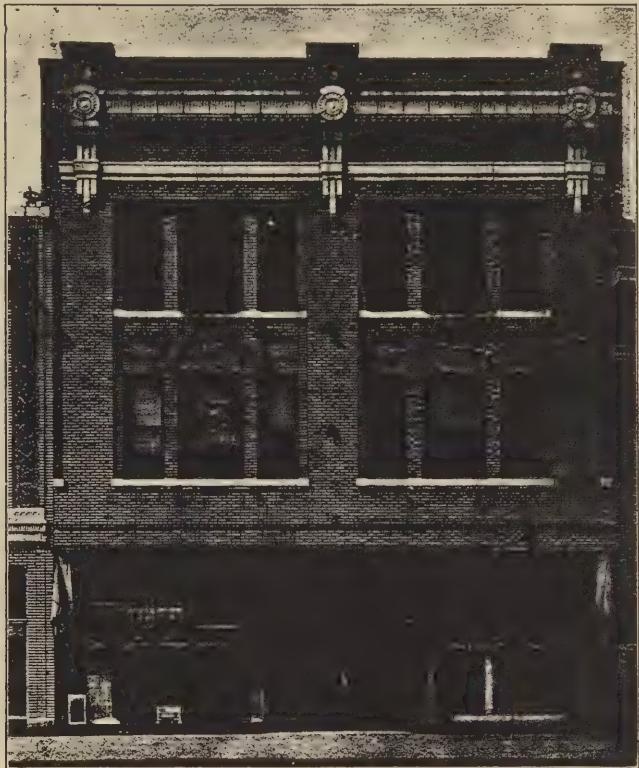


Salvation Army Building.

Three Views in the Business Section of Columbus



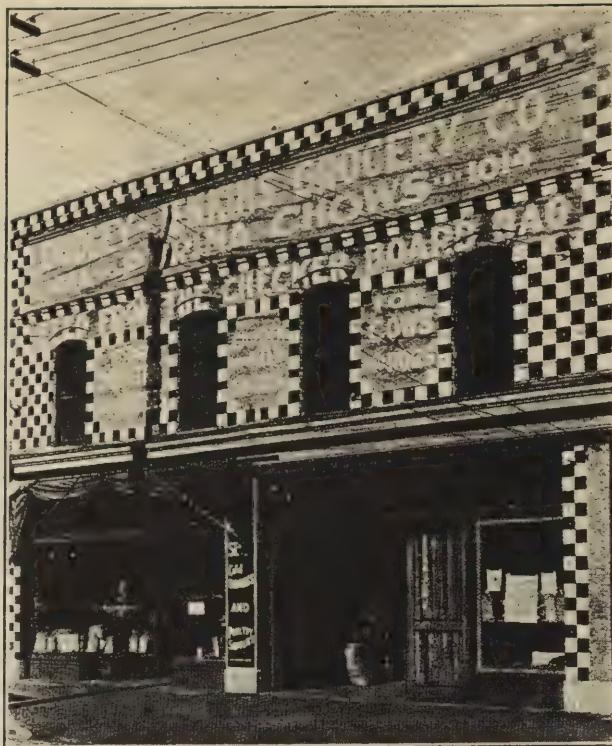
Columbus Chamber of Commerce Building.



H. Rothschild Furniture Store.



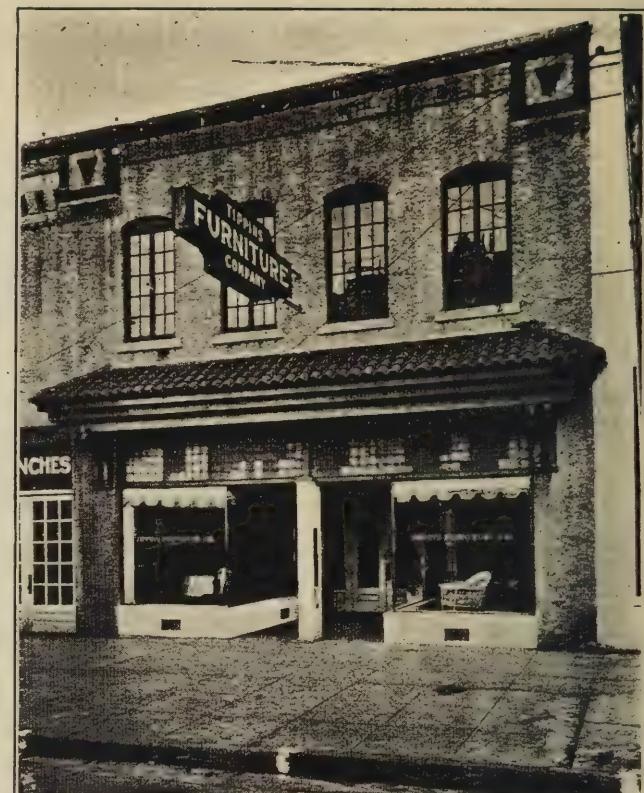
Hotel Waverly.



NEW HOME DUDLEY-JENKINS GROCERY COMPANY

Above is shown the commodious new home of Dudley-Jenkins Grocery Company, 1014-16 First Avenue, Columbus, Ga. Headquarters for Purina Feeds, Garden Seeds, Fertilizers—and the home of right-priced groceries.

Agents for B-K (Bacilli-Kil) best dairy, barnyard, household and general disinfectant and germicide; also for Buckeye Incubators and Brooders.



New Store of Tippins Furniture Company, 14 Thirteenth Street.

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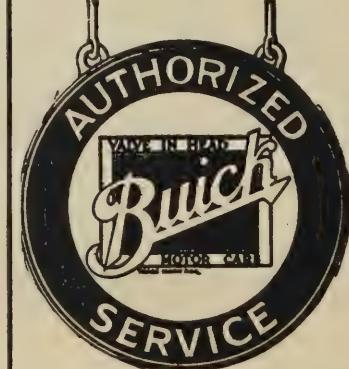
Complete Lines—Selling either for cash or on divided-payment plan.

14 Thirteenth St.
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Operating two stores:

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SALES



Cliff M. Averett

1131 First Avenue

Columbus, Ga.

The First National Bank of Columbus

Georgia Home Building

Capital, Surplus and Undivided Profits.....	\$ 419,280.87
Deposits.....	1,314,503.44
Total Assets.....	1,939,784.31

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WILLIAM W. HUNT.....	Vice-Pres. & Cashier
R. H. McCUTCHEON.....	Assistant Cashier
B. F. HALE.....	Assistant Cashier

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Fort Benning Representative:
R. M. HALL, Jr., Officers' Club

Deaton Grocery Company

Wholesale Grocers

QUALITY
SERVICE
DEPENDABILITY

"Satisfactorily Serving Columbus and its Territory since 1866"

Home Savings Bank of Columbus

Georgia Home Building

Capital, Surplus and Undivided Profits.....	\$ 183,252.99
Deposits.....	1,461,196.23
Total Assets.....	1,802,138.94

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WILLIAM B. LANGDON.....	Vice-President
M. L. PATTERSON, Jr.....	Treasurer

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Eelbeck Meal is the old style, water ground kind—made from selected corn, only, and water ground by slow process.

Eelbeck Flour is a whole wheat flour—a fit companion for the famous Eelbeck Meal.

Uniformly High Grade

Prompt deliveries by truck to any point in the Columbus territory

"The meal and flour with life and flavor"

Mills at
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Weekly meal capacity: 8,000 to 12,000 pecks

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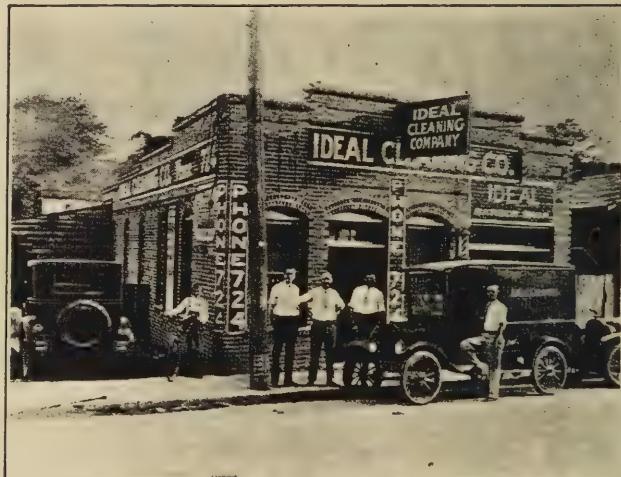
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New Home of Ideal Cleaning Company, 1210 Linwood Boulevard

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With the Glover Continuous Flow Clarifying System, The Ideal Cleaning Company offers a complete Dry Cleaning Service unexcelled in the City.

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—Specializing in—

HIGHEST GRADE MILLWORK

BEST RESULTS ASSURED BY OUR SPECIAL KILN-DRYING PROCESS. QUALITY
MILLWORK FOR HIGH-CLASS CONSTRUCTION

SOUTHERN PINE SPECIALISTS

CORRESPONDENCE INVITED

LET US ESTIMATE YOUR MILLWORK

"A Half Century of Service"

THE Walker Electric & Plumbing Co.
has executed the electrical work in a
large number of the projects illus-
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We would be pleased to furnish an esti-
mate on any electrical work in the South-
east.

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Electrical Contractors

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Columbus, Ga.

Georgia Electric and Construction Co.

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President

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Columbus, Georgia



Model Cleaning Company—growing with Columbus. Not a hundred years old yet, but on the way! The above photograph shows our quarters at 2400 Hamilton Avenue. Doubled in size during the past year, and much additional equipment installed. Occupying entire first floor of Rose Hill Odd Fellows Building.

French Dry Cleaning Specialists

Eight years ago we began with one press. Today we have four presses, complete dry cleaning equipment, de-odorizer, and all facilities necessary to give the very best work in our line, and to give prompt service. Thorough dry cleaning in an hour's time—and not the slightest odor of gasoline remains. The sheerest fabric handled without injury.

Send your dry cleaning to Model Cleaning Company—nearly everybody else does.

MODEL CLEANING CO.

2400 Hamilton Ave. A. W. PITTS, Proprietor

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Daily Capacity 50,000 Ft.

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Columbus, Georgia

Shield Coffee Co.

WHOLESALE

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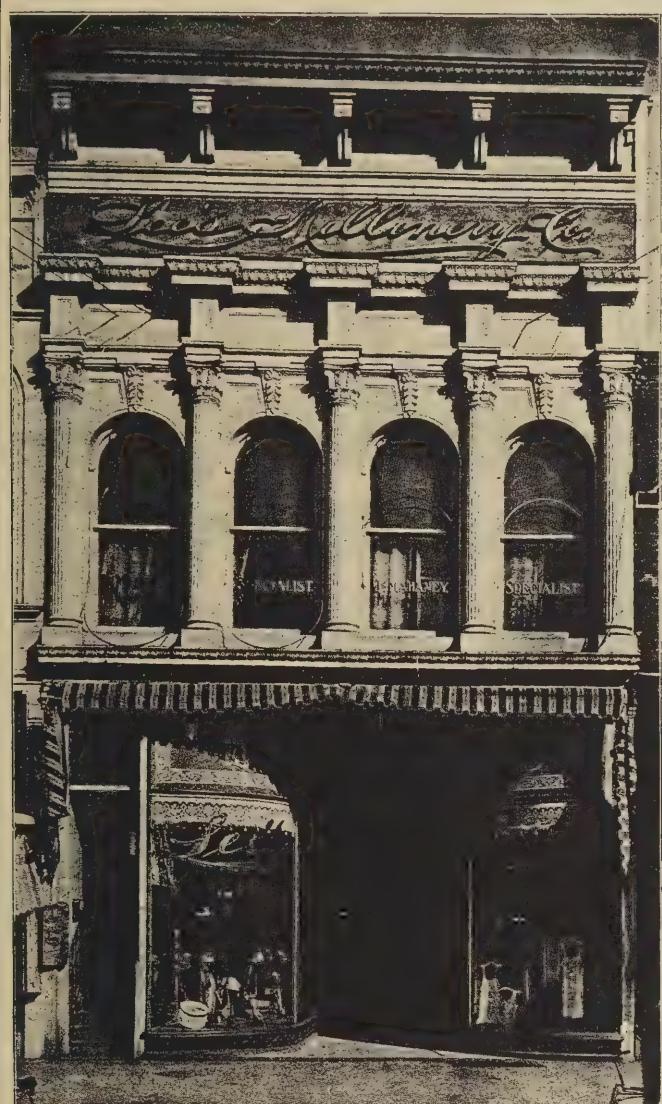
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Investigate Our Liberal Premium Plan

We Redeem Our Cans and Bottles

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Columbus, Ga.



Lee's Millinery Company Building, Columbus, Ga.

Established
1860

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READY-TO-WEAR AND FINE MILLINERY
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The Premier
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Phones 183 and 184

COLUMBUS, GA.

C. A. Morgan & Co.

Fine Drugs—Medicines—Toilet Articles
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Partial view of The Rankin House, Columbus, Ga.

European Plan

50 Rooms with Private Bath. Finest Sample
Rooms in the South. Hot and Cold Water in
all Rooms. Elevator and Steam Heat.

The Rankin House

M. C. Ballou, Manager

Columbus, Ga.

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AND ALL OTHER GOOD GRADES

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Fire Brick

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The Butter for the South

One of Dixie's outstanding successful creamery products
On sale at most every grocer's and a butter that you'll
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AUTOMOBILE KEYS A SPECIALTY

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W. J. RICE, Proprietor

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Four to Twenty-four Inches in Size
FIRE BRICK—FIRE CLAY—FLUE LINING

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On the basis of Strong, Reliable Companies, and prompt
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"All Forms of Insurance"

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Insurance*

YOUR BUSINESS APPRECIATED

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B. H. Harris & Co.

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Insurance, Loans***We Solicit Your Business*

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Columbus, Georgia

Jobbers and Importers**Dry Goods, Notions and Gents' Furnishings**

Mail Orders "on the way the same day."

Expenses refunded to visiting buyers.

YOUR ACCOUNT SOLICITED

WE'RE proud of Columbus on her
Hundredth Anniversary.So, too, is she proud of possessing
The World's Greatest Pecan Factors.**SOUTHLAND PECAN COMPANY, Inc.,***Growers, Shellers and Canners*

COLUMBUS, GA., U. S. A.

TIDD PLUMBING CO.*Plumbing
and Heating*

Prompt, reliable service. Our installations—all over Columbus—speak for themselves. Much of our work in new homes and other Columbus buildings shown in this issue.

1305 First Ave.

Columbus, Ga.

Phone 1566

**McKee
Drug Co.****Service Jobbers**

1885—1928

Dan Joseph Co.**BROKERS****COMMISSION AND STORAGE**

Columbus, Ga.

**The
Boston Shoe Factory**

Pioneers of Columbus

1248 Broad St.

Phone 565

High Class Shoe RepairingWe use the best materials
that money can buy

Ever Around? Try Us!

PHILIP FEINBERG, Prop.

The Housing ProblemIs only Half-Solved by Getting the House
—We Help Furnish it with Taste, Com-
fort and Economy**Shell-Moore Furniture Co.**

1833 Hamilton Ave.

Columbus, Ga.

Phone 609

THE THRIFT SIDE OF COLUMBUS, GEORGIA

Columbus, a notably successful industrial city, is also widely and favorably known for the thrift of its people. They save—save systematically and intelligently—and today have the money, and the property, to show for it.

For 39 years the Columbus Bank & Trust Company has helped the citizens of Columbus to save their money. We have preached thrift every day of the year, and *have paid the people to save*.

The community has been doubly benefited, for not only have our folks formed the habit of setting aside a certain portion of their income and let this money make more money for them, but the funds thus entrusted to us have been of substantial assistance in the upbuilding of Columbus. This institution thus has been privileged to intimately take part, in a helpful, constructive way, with the development of our community, and we rejoice in the prosperity that has come to it so richly.

Officers

W. C. Bradley, President; H. B. Crowell, Executive Vice-President; H. P. Mullin, Vice-President; J. C. Cook, Vice-President; H. B. Patterson, Treasurer; Chas. C. Willis, Asst. Treasurer; H. L. Chandler, Cashier; Perry L. Borom, Cashier 10th Street Branch; H. M. Herin, Cashier North Highlands Branch; L. R. Alsobrook, Cashier Fourteenth Street Branch.

Directors

W. C. Bradley	Robert M. Lewis	J. P. Illges	D. A. Turner
H. B. Crowell	Clifford J. Swift	R. C. Jordan	George C. Woodruff
T. E. Golden	L. H. Chappell	James A. Lewis	Dr. J. M. Baird
Dan Joseph	E. P. Dismukes	Claude G. Scarbrough	J. B. Everidge

Herman Julius

COLUMBUS BANK AND TRUST CO.

Capital, Surplus and Undivided Profits, \$495,000.00

Resources Over \$4,000,000.00

FOUR BANKS IN COLUMBUS

Corner Broad at 10th Street—Rankin House
Corner Broad at 14th Street—Bradley Building

Corner Second Ave. at 30th St.—North Highlands
Corner Broad at 12th Street—Bank Building

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City-Wide Prescription Service

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WHOLESALE

Paper, Paper Bags, Wooden Ware, Galvanized Ware, Stationery and Candy

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COLUMBUS, GA.

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15 Tenth St.

Columbus, Ga.

ONLY THE BEST

Quality Comes First—“We Have It”

Service Comes Next—“We Give It”

Satisfaction is What You Want—

“We Guarantee It”

“42 Years of Satisfactory Service”

For 40 Years Out of the 100, in Columbus, Georgia

Our Part

Columbus, Georgia, now celebrates its Centennial, rounding out a century rich in achievement. This bank offers its heartiest congratulations to its home town on a record of accomplishment of which its citizens can be justly proud.

For 40 out of the 100 years the Third National Bank has been a vital force in the affairs of this community. This institution has been of the very heart of commercial-industrial Columbus, and, fully realizing its responsibility, has co-operated with our business interests generously and unceasingly. It is needless to say that this will still be our policy as our city enters its second century.



Third National Bank Building

Capital, Surplus and
Undivided Profits
\$1,122,602.36

Total Resources
\$3,891,342.67

Active Designated Depository of United States,
Muscogee County,
City of Columbus

THIRD NATIONAL BANK

W. C. BRADLEY, President

W. M. DIMON, Asst. Cashier

J. J. PEASE, Vice-President

W. H. CHANDLER, Asst. Cashier

JAS. A. LEWIS, Cashier

H. L. Williams, Pres.
G. C. Barfield, Sec'y.

Paul K. McKenney, V.-Pres.-Treas.
F. K. Petrea, Supt.

SWIFT MANUFACTURING CO.

Manufacturers of

Colored Goods

and

Improved Mitcheline Bedspreads

COTTAGE CRINKLE BEDSPREADS AND SPECIALTIES

COLUMBUS, GA.

The Mining of Our Literary Treasures in Columbus

(W. C. Woodall in *The Columbus Enquirer-Sun.*)

TWO or three days ago *The Enquirer-Sun* carried an editorial relative to the fact that two noted writers, Thomas Boyd and his wife, Woodward Boyd, are spending the winter in Columbus. This very interesting editorial, in which appreciative reference was made to the exceptional literary achievement of the Boyds, started quite a train of thought. In this very community is a perfect wealth of literary material. Of the very nature of things our home writers cannot see it so clearly or appreciate so fully its literary possibilities as those who come from a distance, not handicapped by that long association which so often makes that which is really wonderful and interesting seem commonplace. There is a blindness which the intimate familiarity of a lifetime brings, and only the exceptionally gifted of intellect can acquire the perspective to visualize and properly judge the things entering day by day into our own lives—the jewels that lie at our very feet.

* * *

There are literary treasures in our community which most assuredly should be mined; who will mine them? Despite the handicap which long and perhaps depreciating association brings, we think that our home people endowed with literary talent should make their best contribution toward writing Columbus into literature and history. It

is alike a privilege and a duty. We are aware of the difficulty of writing with truth and feeling of day-by-day living of which we ourselves are a part, amid conditions which the unimaginative or the dull-sighted may think prosaic enough, if not actually stupid. Even when the subject is approached more or less superficially and we attempt to gild merely with literary glamor those familiar incidents and scenes, without any serious effort to give the real heart-glory, we encounter a certain definite difficulty . . . Still, the duty is there, and the privilege; and it is a call to one's ability to so detach himself from the close-at-hand long enough to get the proper perspective.

* * *

The advantage, we contend, rather lies with those who with trained powers of observation, of deduction and of description—and with that truly essential gift, imagination—gaze upon these scenes, and breathe this atmosphere, for the first time. To them it is charged with strangeness and with novelty—the physical setting itself, the people, the customs, the history, the traditions.

* * *

Expressing it quite simply, it is difficult for our own home people to realize how beautiful and how picturesque the scenery around Columbus is. It is almost impossible for them to appreciate properly the charm and power and distinction of much of our human

talent—right here in the old home town. It is impossible, unless they have become citizens of the world through long and truly cosmopolitan experience, to know how quaint and delightful and strange and wonderful many of our thoughts and sayings and acts and customs are. We grow up in the midst of all this, it is as natural to us as breathing and eating and sleeping, and we fail to be impressed by things that instantly claim the attention and deep interest of the visitor.

* * *

Is there any city in the United States just exactly like Columbus? If there is, it does not come to mind. Here the Old South and the New South are curiously and harmoniously blended. But there are other Southern cities in which the traditions of ante-bellum days and the vigorous industrialism of this new day live not simply in contrast but in union; none, however, more distinctively or typical Southern than Columbus. But here we have another feature; the military, provided by the presence of a school of arms that is destined to be the largest military institution in the entire world—Fort Benning.

* * *

No town breathed the spirit of Antebellum Dixie more ardently than Columbus. In the heart of the South, it was in its own heart Southern. No city in the dread days of the sixties

made more cheerfully or more bravely the great sacrifice on the altar of patriotism. Columbus had the record of furnishing more soldiers to the Southern Confederacy in proportion to population than any other city. It was here—days after Lee had surrendered—that the last battle of the Civil War was fought, and traces of the old breastworks still stand. It was in the heart of one of our Columbus women that there sprang the loving and patriotic thought of Memorial Day, a custom which spread through the nation, so that every year the graves of our heroic soldier dead are adorned with the first fairest flowers of the spring. . . Yes, Columbus was typical of the old South, and glories in the fact that this characterization still applies.

* * *

And this industrial spirit that is sweeping the South, that is making our section a region of wonderful manufacturing as well as widespread agriculture, what city expresses this spirit more faithfully or more vividly than Columbus? There are, indeed, only one or two others which express it quite so well.

* * *

Columbus—City of the Old South, with its traditions, its people, its ante-bellum homes, its St. Elmos, its literary atmosphere, its charm, its quaintness, its history. Columbus—city of the

(Continued on Page 176.)

IF IT'S HARDWARE—SEE US

Get our estimates for the building material, finished hardware, door and window screens, paints and varnishes on your building jobs. Prices and other information furnished promptly—here are some of the lines on which we can serve you:

Yale & Towne Hardware
Cinmanco Screen Doors and Windows
Lowe Brothers Paints and Varnishes
Yale & Towne Chain Hoists
Wooster Brushes **Nu-metal Weatherstrip**
Metal Lath **Corner Bead**
Concrete Waterproofing

Your inquiries will have prompt attention

BEACH-MOSELEY CO.

1110 Broad Street

Phones 355-356

Columbus, Georgia

Save Money and Time

By Buying Your Hardware and Mill Supplies at Columbus

Columbus is the logical supply-point for the Columbus territory—all of it. Take a look at the map, and you will see that this city's territory embraces much of Georgia, much of Alabama, and a portion of Florida.

In the Hardware and Mill Supply line Columbus is prepared to give the best of service to its trade territory. You save money and you save time by ordering from Philips Hardware & Supply Co.

A complete stock of Hardware and Mill Supplies for the wholesale trade. One-day shipping service. Railroad side track in our warehouse. Our stocks contain only the best goods in their respective lines, and are priced right.

Does our traveler call on you? If not, we will be glad to have him do so.

Inquiries Solicited

PHILIPS HARDWARE & SUPPLY CO.

Columbus, Ga.

Many Steamboat Disasters on the Chattahoochee in Ante-bellum Days

Fire, rock, snag and explosion took their heavy toll of Chattahoochee River steamboats in the colorful days before the war. The paragraphs here reproduced are from "Martin's History of Columbus." The year of each incident recorded is also given.

1834

THE steamboat Van Buren, loaded with cotton, was destroyed by fire, in December, while on her way from Columbus to Apalachicola. The passengers had to swim ashore, but were all saved. The loss was estimated at \$45,000.

* * *

1835

Two of the fine steamers running the Chattahoochee were lost in January of this year. The first was the new boat Eloisa, which was entirely consumed by fire on her first voyage down the river from Columbus during the first week in January. Her cargo and furniture were entirely lost. She was laden with cotton, owned by merchants of Columbus and elsewhere, but this was insured. The Eloisa was owned by Messrs. Stewart & Fontaine, J. S. Calhoun, B. Hepburn and Col. D. J. Britt, and was commanded by Capt. Britt.

The second boat lost was the *Ver-sailles*, which was snagged and sunk, early in January, near Fort Gadsden, a short distance above Apalachicola. As her cargo consisted of cotton, she too must have been on her down trip.

1836

The steamer Ohioan was burned, on the Chattahoochee, eight miles below Ocheesee, early in May. She was freighted with merchandise for Columbus. One servant girl was lost. The boat had fifteen passengers, who escaped. Boat and cargo were valued at \$25,000. She was owned principally in Mobile.

* * *

1838

The steamboat Floridian, with a valuable cargo of goods for Columbus, was sunk on the 6th of November about 100 miles above Apalachicola. Loss about \$70,000, not insured.

* * *

1840

The steamboat, LeRoy, Washington Smith master, exploded her boilers opposite Blount town, on the Chattahoochee river, September 24th, by which six persons were killed and several wounded. Mr. Willis Alston was the only passenger hurt. The boat was owned by mail contractors Hopkins & Stockton.

* * *

1845

The steamer Siren, Captain Sharp-

less, plying between Chattahoochee and Apalachicola Bay, burst one of her boilers, Feb. 26th, as the boat was rounding out from Toney's Landing, and killed six whites and four blacks, among the former a son of Mrs. Tilley, of Columbus. The killed, with the exception of one of the blacks, were a part of the crew.

* * *

1845

The steamboat Lowell, Captain Moore, was snagged and sunk on March 4th, a few miles below Fort Gaines, on the Chattahoochee River, at a place called "the Cowpen." The principal part of her cargo and machinery was saved. The boat was represented as not worth raising if it were practicable.

* * *

1845

The steamer Viola, Captain Van Vechten, was snagged and sunk in the Flint River, a few miles below Albany, about the same time. She was represented as a total wreck and about one-half of her cargo—1,080 bales of cotton—a total loss. Captain V. owned half of the "Siren," which had blown up a few weeks before.

1850

The steamer H. S. Smith, with a cargo of one thousand bales of cotton, was entirely consumed by fire on the night of the 24th of March, at Fontaine's Landing on the Chattahoochee. General Irwin was drowned in jumping overboard, and three negroes were either drowned or burned.

* * *

1853

The steamboat Retrieve struck a rock in the river, a short distance above the junction of the Flint and Chattahoochee, and sunk on the 18th of February. She was going down, and had 1,000 or 1,200 bales of cotton, much of which was lost. A negro man of Columbus was drowned.

* * *

1853

The steamboat Franklin, on a trip from Columbus to Apalachicola, with 1,100 bales of cotton, took fire on the 27th of December, and was consumed, cargo and all.

Mail a copy of the Centennial Number of the Industrial Index to your friends.

Columbus Headquarters for Hupmobile and Falcon-Knight



Where Hupmobiles and Falcon-Knights are sold and serviced. The enlarged new quarters (1441-1443 First Avenue) into which this business moved last summer. Every facility to give you complete and satisfactory service in every way. We have the cars, the parts, and a completely equipped service department. We thank the automobile public for the very generous patronage accorded us.

Hupmobile

S. H. STRIPLIN

Falcon-Knight

Two Manufacturing Plants and a Fire Station



Plant of Empire Brick Company



Lumber plant of H. Dixon Smith, Inc. Daily capacity 50,000 feet.

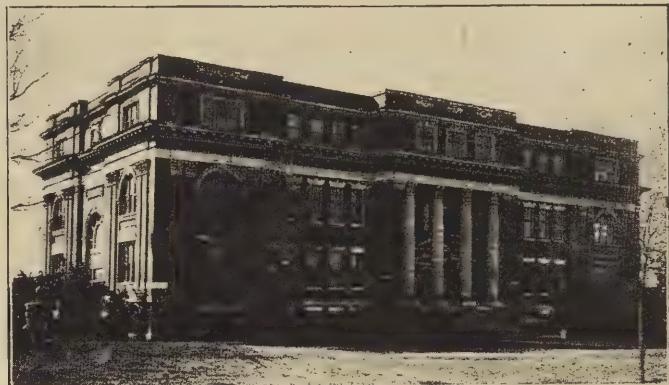


Type of fire stations now being built by City of Columbus. This is view of station on Brown street, Wynnton.

Manufacturing, Recreation, Education, Commerce



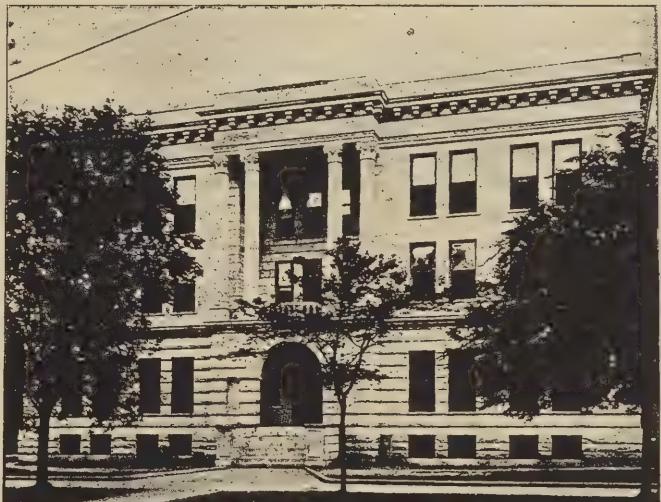
A glimpse at the Eagle & Phenix Mills, a famous Columbus textile plant.



Industrial High School. Columbus was the first city in the world to establish a vocational school open to both sexes.



Murrah Building.



Young Men's Christian Association Building. At the time it was built it was the only marble Y. M. C. A. in the world.



Organized play, Columbus



On a Columbus playground.

Personal Glimpses of Pioneer Citizens of Columbus

(From "Martin's History of Columbus")

SAMUEL R. ANDREWS was for a long time one of the most useful and trusted citizens of Columbus. No man stood higher for unyielding integrity and an old-time candor and sincerity that commanded him to the entire confidence of his fellow-citizens. Besides holding the office of Town Treasurer, he was for years and Alderman and a Justice of the Inferior Court, which position he graced by his impartiality and good sense. He was a builder by occupation, and many edifices whose erection he superintended dot the city. He died in 1862, at a good old age.

Seaborn Jones removed from Millidgeville to Columbus. He was one of the shrewdest and most successful lawyers in Georgia, well versed in the pleadings, and managing his cases with an adroitness that often surprised opposing counsel. He was elected to Congress, this year, in a contest that greatly divided the vote of Muscogee County—both M. B. Lamar and John Milton opposing him, and Lamar especially taking off many votes that Jones would have received had he not been in the field. He made an able member of Congress, and was again elected in 1844, by a close vote, after a spirited contest with the able Whig candidate,

Wm. H. Crawford of Sumter. He died March 18, 1864, in the — year of his age.

* * *

John Godwin, builder of the first bridge across the Chattahoochee, was a native of North Carolina, but removed from Cheraw, S. C., to Columbus after making the contract to build the bridge. He did not reside immediately in the city for any length of time, but went over into Alabama, and lived in the immediate vicinity of Fort Ingersoll, a little military post on the hill upon which the Baptist Church in Girard now stands. A number of business men of Columbus lived there at

that time, transacting their business in town during the day, and sleeping across the river at night.

Mr. Godwin was a man of much mechanical skill, and became quite famous as a bridge builder. He was a most useful man in a territory such as this section of Georgia and Alabama was at the time when he removed to it, and though he is now dead, some of his works of public improvement "live after him." He acquired quantity of valuable land in Russell County, and made some improvements far in advance of those common in the country at that time. He never filled or sought public office. He died in February, 1859, at the age of 61 years.

* * *

Ulysses Lewis was a man of characteristics peculiarly fitted to impress and mould frontier society, and no doubt contributed much to the giving of tone to the civilization of both Columbus and Russell County, Ala., to which county he removed with the first wave of white settlement. He was sternly upright and just, with a courage for any emergency, and a fund of hard common sense that made him the very man for leadership in such a country. After his removal to Alabama, he was for a number of years Judge of the County (now Probate) Court of Russell, and made one of the best and most satisfactory county officers in the State. He died in August, 1856.

* * *

THE MINING OF OUR LITERARY TREASURES

(Continued from Page 172.)

New South, with its tremendous hydroelectric development, its giant factories, its ever-expanding industrialism, with the wide world for a market. Columbus—located in the heart of the most typically southern part of the old South, with white population almost purely Anglo-Saxon, with a country life not duplicated in some of its characteristics anywhere else in America. Columbus—in immediate proximity to a military reservation of 98,000 acres, a school illustrating in its unparalleled course of instruction, every phase of modern warfare, under every possible

combination of physical conditions. Coming to this school, the highest men in the United States army—a long and distinguished military procession—a colorful current that changes with the years in actual personnel but not in character of personnel. These men of military and intellectual note, many of them, perhaps of liberty, musical or other talent, coming in close and friendly and interesting contact with our own social and mental life.

* * *

What a field of fact, ladies and gentlemen of the pen! What an almost unlimited field for the imagination! What unique, entralling possibilities!

Here it lies before you—Columbus, (Continued on Page 177.)



"End the Day with a Smile"

H. C. STEWART

"The Typewriter Man"

24 Thirteenth St.

Telephone 2622

Columbus, Ga.

Before-the-War Newspapers

(From "Martin's History of Columbus")

1828

THE Columbus *Enquirer* was established by Mirabeau B. Lamar in this year, and the first number was issued during the last week in May. It was a weekly sheet of good size and fair appearance and its editorial conduct gave ample evidence of the ability which afterwards secured for its accomplished founder high position and an enduring fame.

1829

On the 8th of August it was announced that Mr. Richard T. Marks had purchased a half interest in The *Enquirer*.

31 Years Continuous Operation, with One Business Policy—

"Carry out the specification and contract requirements to the letter."

We are handling with speed, accuracy and economy the work entrusted to us.

ALGERNON BLAIR

CONTRACTOR

MONTGOMERY, ALA.

F. H. DOUGHTIE

W. M. PHILLIPS

Doughtie-Phillips Co.

Dray Line
and General Transfer

Sand and Concrete Gravel, Heavy Machinery and
Safes Moved

Office: 923 Seventh Ave. COLUMBUS, GA. Phone 103

1831

The Columbus *Democrat* was published this year, but we find no reference to the time when it was started.

1834

The *Enquirer* commenced this year with bright, new type, making a handsome appearance, under the management of M. B. Lamar and W. B. Tinsley. On the 29th of March R. T. Marks took the place of Mr. Lamar; and on the 12th of April Wm. B. Tinsley transferred his interest to W. L. Jeter and S. W. Flournoy. It was then for some time published by Marks, Flournoy & Jeter.

1839

There were three papers published in Columbus this year, the *Enquirer*, *Sentinel* and *Herald*, and *Georgia Argus*. Council paid each of them \$100 for publishing its proceedings.

1844

On the 10th of April, Mr. James Van Ness retired from the joint proprietorship of the Columbus *Times*, and John Forsyth became associated with Wm. L. Jeter in its management.

1847

The newspapers of Columbus, this year, were the *Enquirer*, *Times* and *Democrat*.

1849

John Forsyth, Esq., retired from the editorial control of the Columbus *Times* and was succeeded by Gen. James N. Bethune. The former had been editor of the paper for seven years.

1855

The Daily *Sun* was established on the 30th of July, by Mr. Thomas DeWolf. It was the first daily paper ever published in Columbus. The *Enquirer* and the *Times* and *Sentinel* then published tri-weeklies.

THE MINING OF OUR LITERARY TREASURES

(Continued from Page 176.) Georgia; a field white unto the harvest. We cannot guide you through this literary fairy-land; you must see with your own eyes and hear with your own ears and feel with your own soul. But we can at least take you to the portal, and point to those entrancing regions that lie within.

The Personality of a City

COMMUNITIES seem to have quite definite personalities. You notice it when you travel from one city to another.

Satisfying Store Service means something more than buying Merchandise at Markets and bringing it to a community. It really starts with a thorough understanding of what that community wants. There must be an instinctive appreciation of the personality of that City.

This long established store has, in a sense "grown up" with Columbus. It has been serving this territory for 52 years. It has a "feeling"—an intimate understanding of Columbus' preferences, which figures and statistics alone could not give.

Grown from a Little Store of 1,250 feet of floor space—to a modern store of over 50,000 feet of floor space.

Kirven's
ESTABLISHED 1876

1136—1138 Broadway

1137—1139 First Avenue

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T. FIRTH LOCKWOOD

ARCHITECT

211-12 Murrah Bldg.

Columbus, - Georgia

*202-3 Royal Building
Albany, Ga.*

L. D. Raines in Charge

CHAS. F. HICKMAN

ARCHITECT

403-405 Swift-Kyle Bldg.

Columbus, - Georgia

JOHN C. MARTIN, Jr.

ARCHITECT

Columbus, - Georgia

F. ROY DUNCAN

Architect and Electrical Engineer

Columbus, - Georgia

PROFESSIONAL: Columbus Architects and Engineers

E. OREN SMITH

ARCHITECT

Georgia Home Building

Columbus - Georgia

WARREN E. DARROW

Consulting Engineer

Water Supply, Water Purification, Hydraulic Developments, Sewerage, Street Improvements, Reinforced Concrete Structures, Investigations, Appraisals, Surveys, Reports, Design, Construction Supervision

314 Masonic Temple

Columbus, Ga.

HUGH McMATH & COMPANY

CIVIL ENGINEERS

Paving, Water Works, Sewers, Subdivisions

Columbus - Georgia

C. C. HARTPENCE

MECHANICAL ENGINEER

Heating, Ventilating, Air Conditioning

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Columbus - Georgia

T. E. GRIFFIN, President

A. C. LIST, Vice-President

Colonial Lumber Co.

Columbus, Ga.

Wholesalers and Manufacturers

YELLOW PINE LUMBER

Specializing in

Steam Kiln Dried Short Leaf B & Btr. Rough and Dressed
Finish and No. 2 Common Boards Dressed to Order

Carload Lots, Only

MILLS IN ALABAMA AND GEORGIA

TRY OUR COLONIAL QUALITY AND
SUDDEN SERVICE

THE BUSIEST SHOE REPAIR SHOP IN TOWN

COLUMBUS SHU FIXRY
1245 Broadway
Phone 520

Seven Employees—Each an Expert in His Line
Motor Delivery

McCoy Grocery Co.

WHOLESALE AND RETAIL GROCERS

We are sole Agents for the following:

Ful-O-Pep, and Standard Poultry Feeds and
Mashes, the Famous Larro Dairy Feed, Red
Star Horse and Mule Feed, Perfection Dog
Feed; and American Beauty Plain and Self-
Rising Flour

The Wonderful Black-Gold Coffee and Banquet Tea
We also handle CORNO Feeds. GIVE US A TRIAL,
THAT IS ALL WE ASK.

McCoy Grocery Co.
Phones 680-681 COLUMBUS, GA. 1047 Broad St.

MEN'S FINE SHOES

Thirty-five years of selling men's high grade shoes—such
makes as

Stacy-Adams, Bion F. Reynolds, Leonard-
Shaw and Dean, Dr. Reed's Cushion Sole
and others

Visit our Store and let us Show Them to you

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Broad
Street

J. F. Scarborough

1234
Broad
Street

Marchman's Drive Yourself Co.

We wish to call your attention to the most complete and
up-to-date fleet of cars that can be found in the city. We
offer our service to the General Public and especially to the
business men.

WE HAVE THE LOWEST RATES

Chryslers, Pontiacs, Chevrolets, Fords—All types to
select from.

We Appreciate Your Business

Phone 1323

24 Hour Service

1317 First Ave.

Shop of "The South's Largest Tailors"

STORES:

Columbus, Ga.
Griffin, Ga.
LaGrange, Ga.
Albany, Ga.
Birmingham, Ala.
Macon, Ga.
Atlanta, Ga.



Scene in shop of The Standard Tailoring Company, Columbus, Ga.

STORES:

West Point, Ga.
Rome, Ga.
Valdosta, Ga.
Athens, Ga.
Tampa, Fla.
Dothan, Ala.
Ensley, Ala.

The Standard Tailoring Co. The Schwob Co.

COLUMBUS, GEORGIA



Harper's Pharmacy

Modern Cut Price Drugs

Harper's Pharmacy

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COLUMBUS, GEORGIA

1316 First Avenue

THE FOUNDATION SAVINGS & LOAN CO.

Pioneers in Motor Finance

WM. HART INSURANCE OFFICE

25 Years as Agent, Adjuster
and Engineer

Congratulations!

Our heartiest congratulations to Columbus, not simply on being 100 years old, but on having accomplished so much during your century. All Georgia is proud of you! We of the Atlanta Tent & Awning Company—and countless other friends—extend sincere best wishes for a continuance of that substantial growth and worthwhile prosperity that has so deservedly been yours.

Our Part in the Picture

Looking the Columbus landscape o'er, in the illustrations in this issue of The Industrial Index, you will see the handiwork of the Atlanta Tent & Awning Company, adding to the charm of homes and to the solid comfort of all types of buildings—numerous awnings, made in our plant, and erected by our efficient Columbus representative, Mr. M. M. Messer, whose conscientious work calls for grateful acknowledgement at our hands.

Style-bilt Awnings—Installed Right!

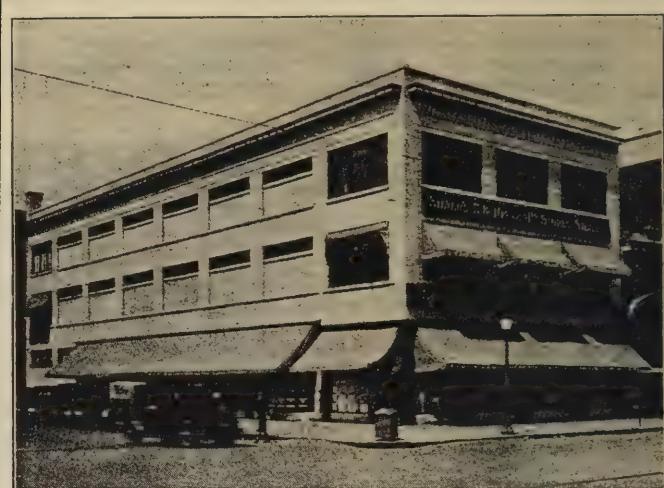
We manufacture all styles of Door and Window Awnings, for any type of building

Full line of Style-bilt Hammocks. Write for literature

Atlanta Tent & Awning Co.

Atlanta

The South's Largest Tent and Awning Manufacturers



Silver Building, Broadway and Eleventh Street. Awnings Installed by M. M. Messer.

AWNINGS add immeasurably to the attractiveness and comfort of the home or business building. With the accounts of leading manufacturers of the South, we are in position to serve you to the very best advantage in the selections and installation of your awnings.

As an example of our skill and workmanship, may we say that we installed over one hundred awnings in Columbus the past year?

We will be pleased to submit samples and prices.

M. M. MESSER

"THE BICYCLE MAN"

Exclusive Agents Iver-Johnson Commercial Bicycles
1500 First Avenue Columbus, Ga. Telephone 790

The Contribution Made By Bread.... Craig's Bread

Bread is literally the staff of life. In the physical life of Columbus during its hundred years, Bread has been the strengthening, sustaining force to a greater extent than any other one factor. Into every home, fine or humble, it enters daily, making its contribution to the life of our race.

Columbus has had bread, better bread and still better bread. Through the years the product has steadily improved. In recent years the improvement in methods and processes, finding its ultimate expression in the quality of the bread, has been very marked. Craig's Bakery, constantly improving equipment and processes, striving ever to bake the best possible bread, has sought earnestly to do its part. *Craig's Honey Bread* represents our crowning effort to give you a loaf of goodness—fresh, wholesome, delightful—that approaches perfection as near as any bread possibly can.

"The Bread with the Better Taste"

Delivered fresh every day to your neighborhood dealer



Made by

Craig's Bakery

1829 Hamilton Ave.

Phone 414



Home of Hubbard Hardware Company

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Agents for Lynchburg Plows

RETAIL

Hubbard Hardware Company

Tools - Cutlery - Paints
Sporting Goods

1249 Broad St.

COLUMBUS, GA.

Phones: 314-315

Memorial Day Originated in Columbus

(Continued from page 29.)

and Mrs. Robert Carter was elected in her place.

Mrs. Robert Carter continued as President until the Aid Society was merged into the Memorial Association, and when this was done Mrs. Carter was elected President of the Memorial Association, and remained so until her death, in January, 1896. Mrs. Louis F. Garrard was elected her successor, and is now the President of said Association. In addition to the facts as set forth in the statement of Mrs. Woolfolk, Mrs. Dexter says that she is satisfied in her own mind that the idea of Memorial Day was suggested by Miss Lizzie Rutherford, and that the letter authorized to be sent out by the Memorial Association through Mrs. Charles J. Williams, Corresponding Secretary, was composed by Mrs. Williams, and that both ladies were very active in the work of the Memorial Association as long as they were in life, and in recognition of their services the Memorial Association of Columbus, in 1892, placed headstones at their graves similar to those placed by the Association at the graves of the soldiers, and on these head-stones the Association ascribed to Miss Rutherford the honor of originating the idea of Memorial Day, and to Mrs. Williams the honor of having been a faithful co-worker with the ladies of the Memorial Association of Columbus in perpetuating the custom. Mrs. Dexter states that she and Mrs. William G. Woolfolk are the only survivors of the ladies who met at the residence of Mrs. John Tyler, in the spring of 1866, for the purpose of organizing the Memorial Association and establishing Memorial Day.

GEORGIA, Muscogee County:

Personally appeared Mrs. Clara M. Dexter, who, on oath, says she has read the foregoing statement and knows the contents thereof, and the facts therein stated are true, except such as are stadt on information and belief, and these she believes to be true.

CLARA M. DEXTER.

Sworn to and subscribed before me this 25th day of March, 1898.

JAMES G. MOON,
Notary Public and Ex Officio J. P.,
Muscogee County, Ga.
(Seal.)

The Text of Mrs. Williams' Letter

The following is a copy of the original letter of Mrs. Charles J. Williams, as Secretary of Columbus Memorial Association, to the press and ladies of the South regarding Memorial Day, taken from the *Columbus (Ga.) Times*:

"COLUMBUS, GA., March 12, 1866—Messrs. Editors: The ladies are now and have been for several days engaged in the sad but pleasant duty of ornamenting and improving that portion of the city cemetery sacred to the memory of our gallant Confederate dead, but we feel it is an unfinished work unless a day be set apart annually for its especial attention. We cannot raise monumental shafts and inscribe thereon their many deeds of heroism, but we can keep alive the memory of the debt we owe them by dedicating, at least one day in each year, to embellishing their humble graves with flowers.

COLUMBUS IN THE YEARS FOLLOWING THE CIVIL WAR

(Continued from Page 34.)

as one of the most responsible institutions of the kind in the South.

Nearly every denomination has erected houses of worship. The Baptist, Episcopal, Presbyterian and Catholic, have each commodious churches, and the Methodist three. In addition, the colored people have constructed four comfortable churches. The fire department consists of two steam and two hand engines, and one hook and ladder company. The city government is conservative, and is economically administered. The police are handsomely uniformed and effective, and law, order and quiet are enjoyed by all classes of citizens.

The population of the city and its suburbs (embracing an area within a

Therefore, we beg the assistance of the press and the ladies throughout the South to aid us in the effort to set apart a certain day to be observed, from the Potomac to the Rio Grande, and be handed down through time as a religious custom of the South, to wreath the graves of our martyred dead with flowers; and we propose the 26th day of April as the day. Let every city, town and village join in the pleasant duty. Let all alike be remembered, from the heroes of Manassas to those who expired amid the death throes of our hallowed cause. We'll crown alike the honored resting places of the immortal Jackson in Virginia, Johnston at Shiloh, Cleburne in Tennessee and the host of gallant privates who adorned our ranks. All did their duty, and to all we owe our gratitude. Let the soldiers' graves, for that day at least, be the Southern Mecca to whose shrine her sorrowing women, like pilgrims, may annually bring their grateful hearts and floral offerings. And when we remember the thousands who were buried 'with their martial cloaks around them,' without Christian ceremony of interment, we would invoke the aid of the most thrilling eloquence throughout the land to inaugurate this custom by delivering, on the appointed day this year, a eulogy on the unburied dead of our glorious Southern army. They died for their country. Whether their country had or had not the right to demand the sacrifice, is no longer a question of discussion. We leave that for nations to decide in future. That it was demanded—that they fought nobly, and fell holy sacrifices upon their country's altar, and are entitled to their country's gratitude, none will deny.

"The proud banner under which they rallied in defense of the holiest and noblest cause for which heroes fought, or trusting women prayed, has been furled forever. The country for which they suffered and died has now no name or place among the nations of the earth. Legislative enactment may not be made to do honor to their memories, but the veriest radical that ever traced his genealogy back to the decks of the Mayflower, could not refuse us the simple privilege of paying honor to those who died defending the life, honor and happiness of the Southern women."



Clara Belle Smith Business College, 1029 Second Avenue. Remodeled and Enlarged During the Year.

CLARA BELLE SMITH BUSINESS COLLEGE

Accredited

Columbus, Ga.

Slogan: A more productive citizenship.

Largest, handsomest, and best equipped business college in the Chattahoochee Valley

RATIONAL TOUCH TYPEWRITING
GREGG STENOGRAPHY

RATIONAL BOOKKEEPING

Our training is worth thousands of dollars to all graduates

mile of the court-house in every direction) is not less than 15,000—all of whom do business or trade in the city.

* * *

The immense unused water power of Columbus constitutes one of her great resources of future growth and prosperity. In this respect no city of the Union surpasses her. In his report of an instrumental survey made by Colonel L. P. Grant, who is recognized by the profession as one of the ablest civil engineers in the South, that gentleman says:

"The total fall of the Chattahoochee, between West Point and the foot of the fall at Columbus, is three hundred and sixty (360) feet. The fall is not uniform, but occurs in successive shoals, separated by stretches of comparatively slack water. About one-third (one hundred and twenty (120) feet,) of this descent occurs in three and a half miles, terminating at Columbus."

* * *

The single power available immediately at Columbus, (120 feet), affords fall and water enough, with improved application of power, and the use of improved machinery, to drive one and a quarter million spindles, affording employment for nearly sixty thousand (60,000) people, and forming a basis for a population of about half a million people.

With these great natural advantages, and with the start already secured in cotton manufacturing—taking the lead of any other city of the South in respect—we may proudly hope that the "new era" of Columbus, which we date from the close of the late sectional war, will be more progressive and prosperous than her career of 37 years before that event.

COLUMBUS IS THE SOUTH'S OLDEST INDUSTRIAL CITY

(Continued from Page 33.)

and shading of most of them. The state's engineers were prodigal with space when they laid out the city nearly a hundred years ago. The older part is as regular in its arrangement as a checker board. Referring to the street arrangement, the *Enquirer* of August 9, 1828, the year the city was founded, said:

The streets running parallel with the river are nine in number and all 132 feet wide, except Broad, which is 164. This street is one and one half miles long and is a perfect level the whole distance . . . The cross streets are thirteen in number and are each 99 feet wide.

* * *

Columbus is a city of beautiful churches and schools. They are modern and handsome structures. A considerable amount of money has been spent in the past two years in adding to and remodeling the churches. Church square is one of the interesting sights of Columbus—a large block given up in its entirety to two churches and their grounds. The grammar schools of the city do not include a single wooden structure. Columbus has a marble Y. M. C. A. building.

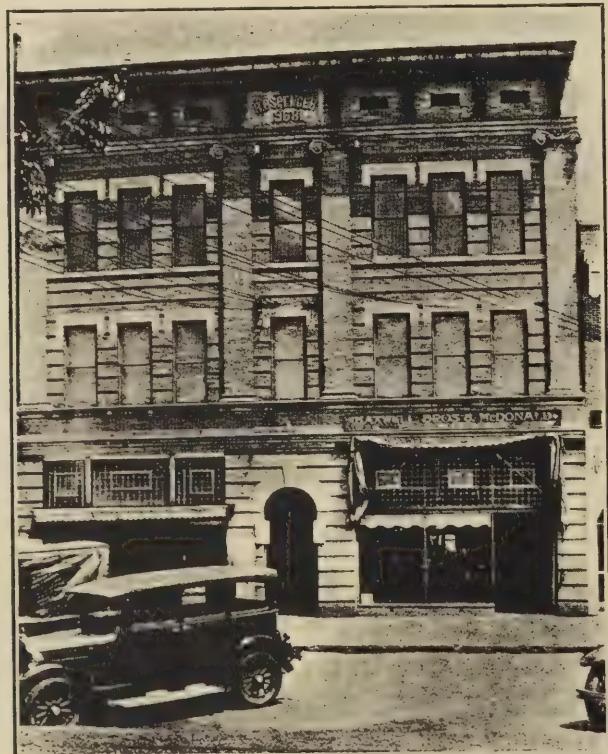
There are some very beautiful suburbs about Columbus, and many new ones are being opened. All future development of the city is under the direction of the City Planning Board.

The Chamber of Commerce of Columbus is an old organization, dating back for half a century, and it has some fine accomplishments to its credit.

Scenes in Business District



David Rothschild & Co. Building and Masonic Temple. In foreground, glimpse of a portion of building of Burrus Motor & Tractor Company



Spencer Building, Broad Street

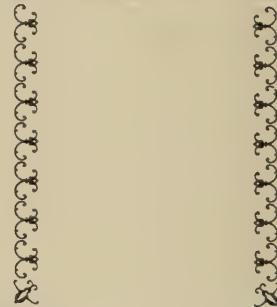


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Through All Principal Exchanges

Direct Private Wires to
Columbus Branch Office
No. 7 11th St. Phones 1618-19 LD 9962
M. A. Rhodes, Manager

FENNER & BEANE
NEW ORLEANS BROKERS NEW YORK

Direct Private Wires to New York, Chicago and throughout the South.



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Electrik Maid Bake Shop

1243 Broad St.

Phone 9494

J. W. MILLER & SON
Established 1866
FISH AND OYSTERS

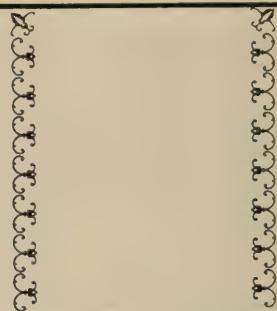
This business is now in the third generation—satisfactorily serving Quality Sea Foods to Columbus people.
1009 First Ave. Telephone 145

THOMASON GROCERY CO.
Wholesale Only

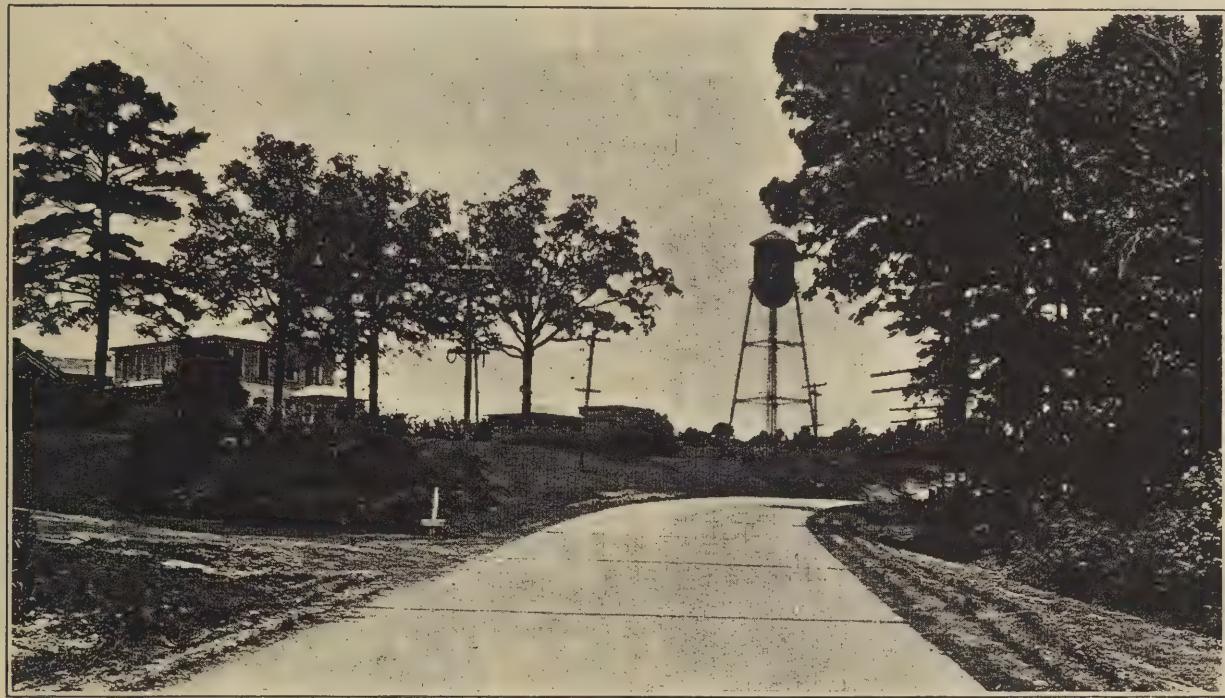
In our new quarters, 912 Front Avenue, with enlarged facilities for promptly filling all orders

Phones 674-675

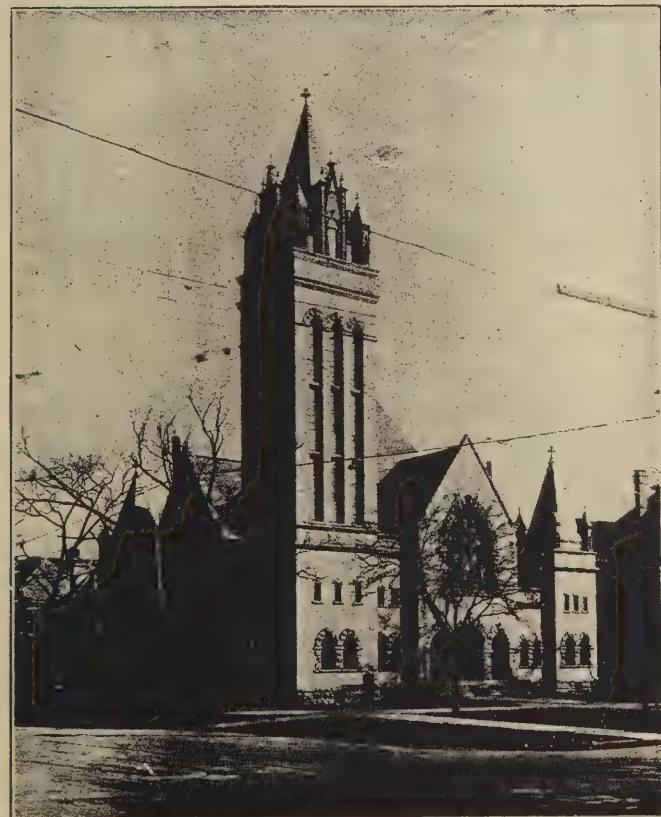
Your business appreciated



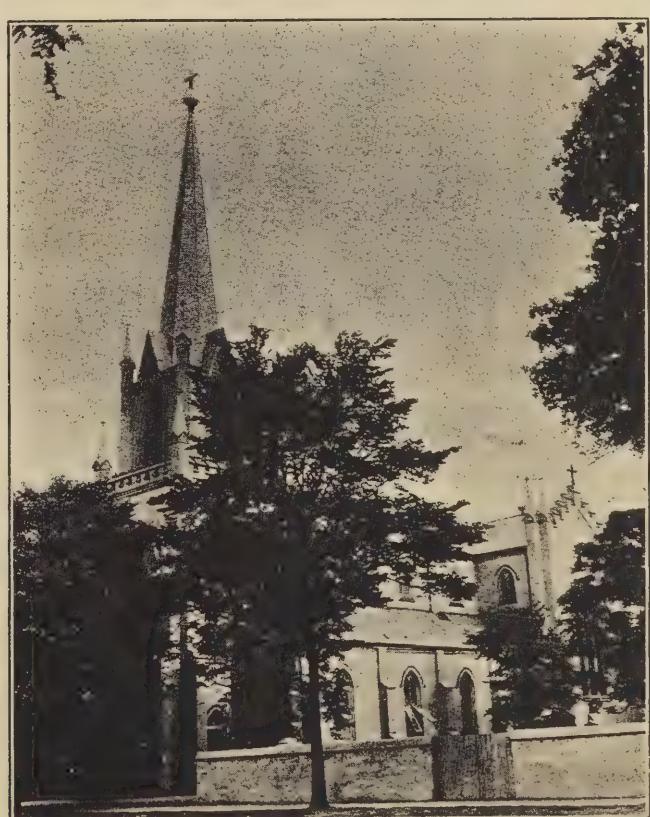
A Muscogee County Road—Two Columbus Churches



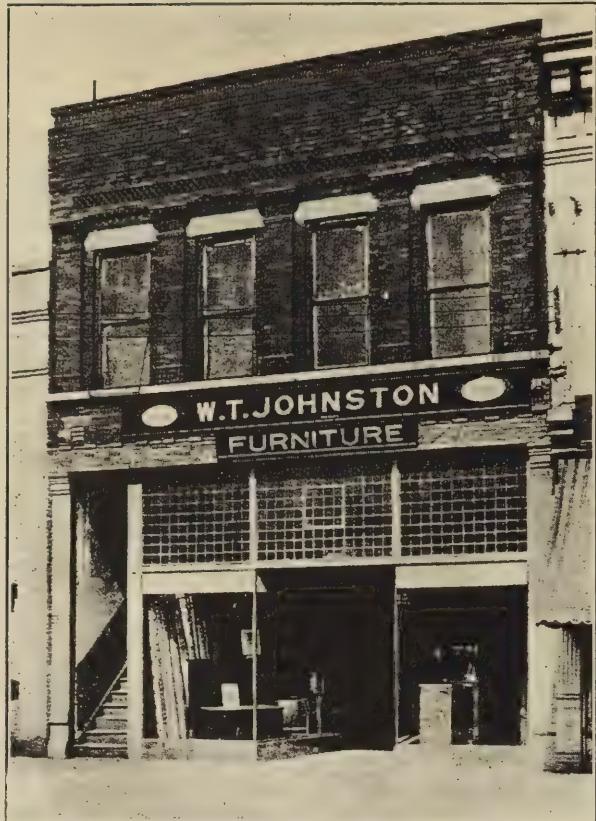
River Road, Muscogee County. Paved with concrete by Campbell Contracting Company, Contractors, Columbus, Ga.



St. Paul Methodist Church



Church of the Holy Family



W. T. Johnston Furniture Store

FURNITURE

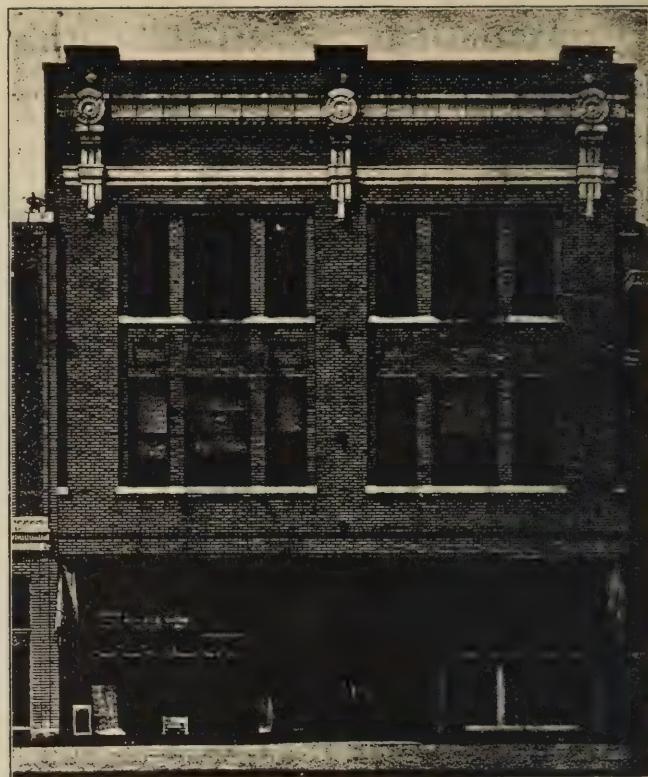
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Divided Payment Plan
Buy on time, if you desire

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Columbus, Ga.



H. Rothschild Furniture Store.

*Quality Furniture
for
Lowest Price*

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Suburban Properties—Farms

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16½ 13th Street

Columbus, Ga.

On the Improvement Line



F. Roy Duncan's filling station, 3201 Hamilton avenue, recently completed. Designed and built by owner.



New shop of T. T. Ray, roofing and sheet metal contractor. Located on Thirteenth street, east of the viaduct.



New store of W. C. Bazemore, 3223 River Road. Ewart Bros., Inc., Contractors.



Residence of Mrs. Mattie Flournoy. Rigid asbestos shingles. Jones Brothers, Roofing Contractors.

H. K. JONES

RUFUS JONES, JR.

JONES BROTHERS

Responsible and Experienced
ROOFING CONTRACTORS—DEALERS

Columbus, Georgia

A Distinctive Roof for Each Type of Building

For Residences: Rigid Asbestos Shingles—Composition Shingles.

For Industrial and Commercial Buildings: Built-up Roofs
Roll Roofing.

The Sign of Quality—



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& Company

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Savannah, Washington, Tampa, Augusta



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OUR POLICY: To build and maintain a standard form of POSTER ADVERTISING service of a character and quality beyond reproach.

OUR IDEALS: To so use our portion of a uniform, nation-wide service as to contribute substantially to the advancement of every deserving civic and welfare movement.

COLUMBUS POSTER ADVERTISING COMPANY

C. D. SMITH, Mgr.

COLUMBUS, GA.

The Climax Bottling Co.

In new location—
New equipment

Dillingham, just off Broad

Manufacturers High-Grade Soda Water
in all Desired Flavors

ORANGE CRUSH

The true fruit drink—Made from the juice of California
Oranges and absolutely pure.

"Not How Cheap, But How Good"

The Climax Bottling Co.

COLUMBUS, GA.

Drop in to see us at our new plant and see
how it is done!

Builders Supply Co.

"Everything for the Builder"

1145 to 1151 10th Ave.

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Lime	Ash Dumps
Cement	Fireplace Grates
Plaster	White Pine Windows
Nails	Fir Doors
Roofing	Magnolia Cement
Shingles	White Pine Window Frames
Metal Lath	Steel Basement Sash
Common Brick	Majestic Coal Chutes
Flue Lining	Cast Iron Ventilators
Sewer Pipe	Valley Tin
Steel Sash	Waterproofing
Wood Lath	Builtup Asphalt
Ash Doors	

Magnolia Cement is best for brick work

We carry those lines of Builders Supplies that have proven efficient and endurable by long tests and experience.

Economy in building is using that product that gives the longest and most efficient service.

We will be glad to talk over your building supply needs.

ROBT. M. LEWIS,

President and General Manager

Clara Belle Smith Business College

OUR years ago the Clara Belle Smith Business College was founded on First avenue and Eighth street. Before long the enrollment increased until the building proved inadequate to house the classes. So successful were the graduates in the business world that they proved an inspiration to others. In 1926 the college was established in its present building, 1029 Second avenue and that year fifty-two were graduated.

More students enrolled and it became necessary to build a large annex to the second home of this college. Now there are six thousand square feet of floor space, new equipment consisting of many types of office machinery. The new building has dozens of windows, abundance of electric lights, properly shaded for dark days or evening classes, potted plants and everything possible to render the student's environment delightful.

The personnel of the student body is about equally divided between young men and women, many of whom are educated in the local grammar and high schools, although quite a number come from other colleges—the University of Georgia, Randolph Macon, Auburn and others being represented. The technical training directly applicable to business renders their education profitable financially and increases family incomes.

The college slogan is "A more productive citizenship," and the results secured by graduates proves that the training equips these young people to fulfill this ideal.

Miss Clara Belle Smith, the principal, was educated by private teachers and her success in the business world in Louisville, Kentucky, has given her just that knowledge which renders her so highly efficient in training young

people for business. She has been especially successful in training secretarial stenographers and touch typists, having worked out a method of her own in this latter art.

The legal department is under the supervision of the former secretary to the president of the Florida Bar Association. The civil service training is directed by a teacher who served in the general control office of the procurement division, War Department, Washington, D. C. Miss Katherine Smith is the English critic and dictator in the shorthand department. Miss Luella Smith has charge of instruction in the operation of the office machinery. Mrs. Grace Russell is assistant teacher in the typewriting department. Five teachers are now kept busy taking care of the enrollment.

The department of accountancy and commercial law is under the supervision of Mrs. Pearl (Smith) Truman, who was graduated in bookkeeping under George W. Schwartz, a public accountant of Louisville, Kentucky. She later took post graduate work in Rational Bookkeeping and Accounting under Lloyd Bertschi an expert accountant of New York.

With all modern equipment, this efficient teaching staff and a handsome college building, it is small wonder that the college has grown by leaps and bounds and is full of bright faced young people highly enthusiastic because of their opportunity to study under these conditions.

General Mirabeau B. Lamar, General Henry L. Benning, Samuel Spencer, George Foster Peabody, Charles Jones Peabody, Royal Canfield Peabody, Oscar Straus, Nathan Straus and Isidor Straus are among the men that Columbus has furnished the American nation.

T. G. COLEMAN Ready-to-Wear—House Furnishings

TALKING MACHINES AND RECORDS

"The White Store—Opposite the White Bank"

Everything to Wear for all the Family and everything for the Home—
on Easy Payments

1043 Broad Street

Terms to Suit You

Chas. W. Campbell

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CAMPBELL-BROWN INS. CO.

Fire, Tornado, Automobile, Casualty, Contractors Bonds, Workmen's Compensation, Public Liability and Miscellaneous Insurance

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THE PRUDENTIAL INSURANCE CO. OF AMERICA

5½% Real Estate Loans 6%

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G. & H. Paint and Glass Company.

Paints, Varnish, Brushes, Plate Glass,
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Builders' Supplies

G & H Paint & Glass Co.

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C. W. BUCK, Pres.

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C. W. Buck & Sons General Contractors

The Oldest Building Contractors of Columbus

40 YEARS OF BUILDING IN COLUMBUS

Phones 1789 and 2438-W

The Famous Ship "Wanderer"

(Continued from Page 66-G.)

Late one stormy night Captain Semmes endeavored to run up Jekyll creek, between Jekyll and Cumberland islands, and his vessel ran aground on the sandy beach of Jekyll. Several of the captives escaped from the hold and jumped overboard and were drowned. Their bones were afterwards washed ashore on Jekyll island, tragic memorials of that night of terror.

Captain Semmes made his way to the home of the duBignons, owners of the island, and was hospitably entertained, as he claimed to be a sea captain in distress and did not reveal the true nature of the business in which he was engaged. On the following morning the vessel floated with the tide, and soon made her way up the Great Ogeechee to her old rendezvous and dropped anchor, while Captain Semmes communicated with Lamar in Savannah.

* * *

Again Under the Guns

The latter was a man of great wealth and high social and political standing, and when he again invited the officers and garrison to a big holiday ball, they accepted the invitation, little dreaming what the real purpose of the festive occasion might be.

Again under cover of the night the fleet-winged Wanderer stole silently up the broad Savannah while the officers and soldiers of the fort were holding high revel, and again the human cargo was landed on Lamar's plantations and turned over to the old slaves of the rice fields.

But the incident at Jekyll had excited

suspicion, and other corroborative circumstances had become public, and a great sensation was created by the ordering of an investigation of the matter by the Federal government.

Colonel McGehee and a planter who had purchased some of the slaves brought over on the Wanderer were among those placed under arrest, but nothing came of the trials. The court of inquiry gave rise to some tragic developments, and only the intervention of prominent men prevented a duel between the dashing Lamar and one of the officers engaged in the inquiry.

The affair finally blew over, but the hostilities between the north and south had no doubt been partly precipitated by the Wanderer episode, and a blockading fleet arriving off the mouth of the Savannah prevented the Wanderer from putting to sea.

So the last of the slavers and one of the fastest ships afloat at the time was sold by her owners to the Confederate government and never again showed her flag within the realms of King Dominey.

Quaint Superstitions

The newly imported negroes adhered to many of their old superstitions and up to a few years ago there were several of that queer people still living in the neighborhood of Brunswick who had been brought over as children in the Wanderer. Captain Urbanus Dart had one in his employ on the steamer Pope Catlin who was the son of a Wanderer woman, and who was one of the best cooks on the coast.

They would stand in the middle of a field and by making a strange whirring noise with the mouth would attract a cloud of grasshoppers, which they would catch in their open hands and devour with the greatest relish.

They were also very fond of raccoons, possums, hares and even skunks, and some of the older ones would catch rattlesnakes and kill them before they could inject their venom, and would then cut their heads off and dress and eat them.

They had another strange superstition that if they would jump into the sea and drown themselves they would be carried back to Africa by the good spirits, and a number of them committed suicide under that belief, among them being one called King Mingo, who decoyed two children to St. Simon's beach, during the absence of his mistress, and all three of them jumped from a high bluff into the swift current and were drowned.

The profits from the last voyage were fully equal to those of the first, and the owners of the Wanderer were much put out by being compelled by the Yankee blockade from pursuing such a profitable business.

* * *

All Gone But One

Of the owners, Richard Dickerson and Benjamin Davis died years ago. Charlie Lamar, who was brave as a lion and possessed of all the chivalry of that noted family, met with a tragic death.

When General Wilson's cavalry invested Columbus, from the Alabama side of the Chattahoochee river, he headed a forlorn hope of old men, boys and invalid soldiers and crossed the bridge and attacked the Federal cavalry.

They were beaten back and retreated slowly and stubbornly across the bridge, disputing every inch of ground. Wilson ordered a charge and in the terrible conflict on the bridge Lamar was killed and his followers trampled under foot by the Federal troopers and the town was captured.

This has been claimed as the last battle of the war, and Lamar was among the last of the victims of that terrible conflict in which so many chivalrous sons of the South gave up their lives.

The late Colonel A. C. McGehee, referred to by Mr. Folsom in his very interesting article, was one of the pioneer citizens of Columbus, and a prominent and successful business man. A native of Jones county, he moved to Harris county when a boy. From Harris county he came to Columbus, a young man full of energy and ambition. Shortly afterward he went to Mobile, residing in that city through its yellow fever epidemic, and heroically sticking to his post day after day, with his life literally at stake. Returning to Columbus, he became actively identified with business interests of this community.

Colonel McGehee passed away at 75 years of age, 25 years ago. His widow, Mrs. A. C. McGehee, is still living at the old family homestead, 1543 Second avenue, shown elsewhere in this issue. She is 83 years of age.

Despite physical infirmity, Colonel McGehee for the last 25 years of his life, was actively identified with Columbus public affairs. He was an ardent advocate of municipally owned waterworks and was one of the group of Columbus business men who worked for an adequate, city owned waterworks system.

STEADY EXPANSION OF THE WALTON-FORBES COMPANY

(Continued from page 63) partment eight years ago. In recent years it has handled some notable office outfitting contracts in Columbus.

The present mechanical equipment of The Walton-Forbes Company includes the following:

One Model Eight Linotype machine; steel type cases of latest design; any style or face of type desired; machine-cast type from 6-point to 18-point; large line of hand-set type, to give any typographical effect the customer may desire.

One Style B Kelly automatic press; one Miehle automatic press; two 10x15 automatic job presses, feeding automatically; one 25x38 Optimus cy-

linder press, Babcock make; one 10x15 jobber; one 8x12 jobber; one 38-inch Seybold power paper cutter; one Liberty folder; Baum small job folder; one power automatic die cutter; one power Rossbach perforating machine; one power Boston wire stitcher; and the necessary complementary machinery and equipment. Each machine has its individual motor.

A NEW PAINT AND GLASS STORE FOR COLUMBUS

(Continued from Page 58-H.) aggressive bidder for Columbus business.

E. W. Rinker, the manager of the new business, a young man of fine personality, has made a very pleasing impression on the Columbus public. He has already identified himself thoroughly with local affairs, and is very much interested in his new home. H. J. Rinker, the head of the Rinker interest, an honored and highly respected citizen of Augusta, makes visits to Columbus as often as possible, and always enjoys his stays in this city. The business here is under his supervision with E. W. Rinker actively in charge as the manager.

The Columbus Paint & Glass Company handles the Benjamin Moore & Company full line of paints, in addition to other standard paints; also a complete stock of high quality varnishes, a full line of paint brushes, etc. The company carries a complete stock of glass and gives prompt and dependable service in this department.



This work is done not alone with that precise care necessary for dependable service, but we ALSO use the finest materials — assuring a job that will stand up to strenuous service.

Besides rewinding, we repair bearings, true worn commutators, and repair auxiliary equipment.

Reasonable charges.



Do You Want a Home of Your Own?

Home is one of the sweetest words in the English language. It means much—so very much!

Numerous new and attractive homes are shown in this issue of The Industrial Index. See how many of your friends are attaining an ambition to have a home of their own.

Do you want a home? J. H. Tillery & Son can assist you. We are experienced home builders. We build economically, thoroughly, and give you a modern, attractive home.

It will be a pleasure to figure with you

J. H. TILLERY & SON
GENERAL CONTRACTORS

Phones: 2601 and 3140-J
Columbus, Ga.

P. O. Box 1021



Cheney-Blackmon

Incorporated

Eleventh Street
and First Avenue

GASOLINE, OILS & GREASES
DISTRIBUTORS OF ATLANTIC PRODUCTS

"THRU SERVICE WE GROW"

COLUMBUS,
GEORGIA

Fastest Growing
City in The South

Phone 3521

Has Supplied \$7,000,000 for Columbus Home Building

A STRONG factor in the up-building of Columbus for many years has been the Columbus Mutual Loan Association. This institution was helpful to the community from the time that it was first organized, and as it has steadily increased its activities and scale of operations during the years, it has been more and more beneficial in the splendid contribution it has made along constructive lines.

The Columbus Mutual Loan Association has loaned in its 51 years of existence about \$7,000,000, most of which money has gone directly into the building of homes and other structures. It has been a doubly satisfactory investment, for the shareholders in the institution have had very satisfactory returns from the capital invested, and those who have utilized the Association's plan of practical help in building have been enabled to proceed with their construction projects.

The Columbus Mutual Loan Association was in operation before the Civil war, and indeed was one of the

pioneer building and loan associations in the South. It was reorganized in 1877 and its history has been a really wonderful record of continuous and marked success.

C. J. Edge, who for a number of years has been president of the Columbus Mutual Loan Association, was for many years its secretary and treasurer, and has been in personal charge of its affairs for about a third of a century. He has thus had an intimate day-by-day connection with the affairs of the Association, and has watched its continued growth with justified pride. Mr. Edge is not simply interested in his work—he is really in love with it—and is frankly enthusiastic over the benefits of the standard building and loan plan which brings builders and capital together to the mutual advantage of both.

The Columbus Mutual Loan Association has been exceedingly well managed, and is an outstanding success as an institution of its character. Its fine spirit of co-operation with its clientele is proverbial. There has

Newman's Barbecues 50,000 Pounds Meat Annually

WITH an annual output of more than 50,000 pounds of meat, enough to make well over a million sandwiches, The Newman Barbecue Company, of Columbus, is the largest barbecue preparing business in the entire state of Georgia.

The Newman Barbecue Company was established by Mrs. J. P. Newman in 1921 and is the city's oldest establishment of its kind. The firm has shown a consistent growth, which is attributed by Mrs. Newman to the absolute quality and cleanliness of the products.

From the front of Newman's back through the barbecue pits, there is al-

ways presented a picture of perfect cleanliness. In fact city and state health inspectors have given Newman's perfect reports so long, the inspection now is simply a formality. They know that everything is clean!

There are several reasons why Newman's barbecue tastes better than the average meat, according to Mrs. Newman and William McGuirt, sales manager of the company. First of all, not a single ounce of Newman's barbecue is boiled before it is barbecued. Second, only hickory logs are used to barbecue Newman's meat, and last and not least, Newman's have a carefully guarded recipe for barbecue sauce which is claimed cannot be equalled in taste or quality.

The Newman Barbecue Company barbecues by far more meat than any other concern in Columbus or vicinity, in fact their output is greater than all others combined. Much of their barbecue is sold to retail druggists and refreshments stands. The meat in almost every barbecue sandwich sold on Broadway comes from Newman's.

never been but one foreclosure, and this was at the specific request of the borrower.

The officers of the Columbus Mutual Loan Association are: C. J. Edge, president; O. D. Edge, secretary and treasurer; Love & Fort, attorneys. The directors are: C. J. Edge, J. B. Key, G. C. Shackelford, O. D. Edge, L. W. MacPherson, Howell Hollis and R. J. Crane.



New establishment of H. W. Albrecht, Plumbing and Heating Contractor, 1032 Wynnton Drive, Columbus, Ga. Main building (30x100 feet) and office. In the front there will be a show room, 30x50 feet, for the display of plumbing fixtures. Shop in rear.—John C. Martin, Jr., Architect. Cooper Lumber Company, Contractor.

IN our commodious new show room will be a full line of latest plumbing equipment and fixtures, including two model bath rooms, connected toilets, etc. You are cordially invited to call at our new place and see the baths, toilets, etc., as they appear when actually installed and in service.

H. W. ALBRECHT
Plumbing-Heating Contractor

1032 Wynnton Drive

Phone 1289

FLORISTS

DECORATORS

Joys
flowers

12th Street—3rd Avenue

The
R. P. Spencer, Jr., Agency

Columbus, Georgia

Representing
Standard Fire Insurance Companies,
United States Casualty Co.,
and other dependable companies writing
ALL FORMS OF INSURANCE



The remodeled and enlarged Quintessen, 18 Eleventh Street.

The Quintessen

W. D. Quinn, Proprietor

Home Cooking

Doubled in size—Doubled in custom
We thank you!

LOEWENHERZ BROS., Inc.

The House Furnishers

Columbus' Largest Retail Store

Wardrobe Trunx and Fine Luggage

The largest China and Gift Shop this side of Washington

LOANS INSURANCE RENTING
REAL ESTATE

Murrah & Murrah

Murrah Bldg.

Phone 962

Columbus, Ga.



Empire Cafe, 5 Twelfth Street, Columbus, Ga.

Under New Management—
Remodeled, Refurnished—

EMPIRE CAFE

Columbus's oldest cafe, in the heart of town, where you get the best of food, cooking and service at popular prices.

George Monoxelos, Manager



Hooten & Johnson, 1713 Hamilton Avenue, Columbus, Ga.

HOOTEN & JOHNSON

Chevrolet Experts

"Fifteen Years of Knowing"

For 66 Years Out of The 100

The business now expressed by the title "Blanchard & Booth Company" has been intimately and helpfully a part of Columbus for the greater part of the city's history. Columbus is a century, this institution is two-thirds of a century, old.

Broad and deep those early dry-goods pioneers laid the foundations of this business—resting it on the solid rock of honest values, of dependable service, of confidence and goodwill.

On this original "first story" has been added a super-structure commensurate with modern conditions of merchandising, giving the broadened service, the wider varieties, the greater selections called for by the more exacting requirements of the present day.

Blanchard-Booth congratulates its home town on the successful rounding out of a century of achievement, and is grateful for the privilege of having served Columbus people the greater part of its century.

Blanchard & Booth Co.

Dry Goods Ready-to-Wear

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The former residence of John C. Martin, at the northwest corner of Second Avenue and Thirteenth street, being dismantled to make way for a filling station. A substantial, well built home, erected only about 20 years ago, occupying a strategic corner which the Pan-American Petroleum Corporation considered a fine location for a filling station—and so bought it. An ornamental station will be erected on the site.

Studebaker

Erskine

Cadillac

La Salle

*Each the master
in its class*

Parts and Service

KYLE MOTOR CO., INC.

New Location

1149 Sixth Avenue

512 Twelfth Street

Columbus, Georgia

Utilities Carried on with Vision of Columbus Pioneers

ESTINY employs many instruments in shaping the development of a community. One, which has been a foremost factor in the growth of Columbus, has been the public utilities today grouped as the Columbus Electric and Power Company.

The thunder of the rapids above Columbus inspired the earliest citizens to foresee a "second Lowell, with power from the river turning a million spindles." They could not conceive the marvelous electrical developments of today, but the fact remains that these rapids are now turning a million spindles—and many other great industries besides.

Pioneering spirit has characterized the electrical development which gives life to the machinery of production in Columbus. It was here, with the cooperation of the utility pioneers, that the first cotton mill was lighted by electricity; it was here that electric power was first transmitted to industry on a commercial scale; it was here that a river was first harnessed to furnish transportation on land—by converting hydro power to drive electric street cars.

Statistics of the textile industry furnish indisputable evidence of the influence electricity has had in the growth of this industry, for it is shown that the number of spindles have quadrupled every 25 years in stages based from the completion of some major electrical power development. The influence of electric power on other industrial lines has been no less marked, but harder to establish by statistics.

The exacting requirements of the textile industry have so influenced its development that the power service of Columbus is known far and wide for its dependability. This quality, always and still jealously guarded, has materially contributed to the successful operation of industries here.

Columbus Electric & Power Company

Executive Management
STONE & WEBSTER, Inc.



Columbus, Ga.

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